ANNUAL REPORT

OF THE

UNITED STATES LIFE-SAVING SERVICE

FOR THE

FISCAL YEAR ENDING JUNE 30, 1902.

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1903.

TREASURY DEPARTMENT,
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ORGANIZATION OF THE UNITED STATES LIFE-SAVING SERVICE.

(In conformity with Act of Congress approved June 18, 1878.)

SUMNER I. KIMBALL, General Superintendent, Washington, D. C.
HORACE L. PIPER, Assistant General Superintendent, Washington, D. C.
Captain CHARLES A. ABBEY, United States Revenue-Cutter Service, Inspector of Life-Saving Stations, No. 17 State street, New York City.

Captain CHARLES A. ABBEY, United States Revenue-Cutter Service, No. 17 State street, New York City. Captain JOHN DENNETT, United States Revenue-Cutter Service, No. 17 State street, New York City.	Superintendents of Construction Life-Saving Stations, Atlantic and Lake Coasts.
Captain CHARLES A. ABBEY, United States Revenue-Cutter Service, No. 17 State street, New York City. Captain FRED. M. MUNGER, United States Revenue-Cutter Service, Room 35, New Appraisers' Stores, San Francisco, California.	Superintendents of Construction Life-Saving Stations, Pacific Coast.

ASSISTANT INSPECTORS.

First District *Second District*	Lieutenant WORTH G. ROSS, United States Revenue-Cutter Service, Post-Office Building, Room 148, or P. O. Box 1908, Boston, Massachusetts.
Third District *Fourth District*	Lieutenant D. F. A. DE OTTE, United States Revenue-Cutter Service, Patchogue, New York.
Fifth District	Lieutenant RICHARD O. CRISP, United States Revenue-Cutter Service, Atlantic City, New Jersey.
Sixth District	Captain HORATIO D. SMITH, United States Revenue-Cutter Service, Onancock, Virginia.
Seventh District	Lieutenant GEORGE M. DANIELS, United States Revenue-Cutter Service, Elizabeth City, North Carolina.
Eighth District	Captain ——— ———, United States Revenue-Cutter Service, Custom-House, Charleston, South Carolina.
Ninth District	Captain ——— ———, United States Revenue-Cutter Service, Custom-House, Galveston, Texas.
Tenth District *Eleventh District*	Captain DANIEL B. HODGSDON, United States Revenue-Cutter Service, Room 204, P. O. Building, Detroit, Michigan.
Twelfth District	Lieutenant WILLIAM E. REYNOLDS, United States Revenue-Cutter Service, Room 543, Rand-McNally Building, Chicago, Illinois.
Thirteenth District	Coast of California, Captain FRED. M. MUNGER, United States Revenue-Cutter Service, Room 35, New Appraisers' Stores, San Francisco, California. Coast of Washington and Oregon, Captain WM. H. ROBERTS, United States Revenue-Cutter Service, Tacoma, Washington.

Lieutenant KIRTLAND W. PERRY, United States Revenue-Cutter Service, on special duty, Washington, D. C.

Lieutenant ANDREW J. HENDERSON, United States Revenue-Cutter Service, on special duty, Washington, D. C.

DISTRICT SUPERINTENDENTS.

First District .....SILAS H. HARDING, Portsmouth, New Hampshire.
Second District.....BENJAMIN C. SPARROW, East Orleans, Massachusetts.
Third District .....HERBERT M. KNOWLES, Wakefield, Rhode Island.
Fourth District.....ARTHUR DOMINY, Bayshore, New York.
Fifth District .....JOHN G. W. HAVENS, Point Pleasant, New Jersey.
Sixth District .....NEWELL B. RICH, Onancock, Virginia.
Seventh District .....PATRICK H. MORGAN, Shawboro, North Carolina.
Eighth District.....HIRAM B. SHAW, Ormond, Florida.
Ninth District.....WILLIAM A. HUTCHINGS, Galveston, Texas.
Tenth District.....EDWIN E. CHAPMAN, Buffalo, New York.
Eleventh District ....JEROME G. KIAH, Harbor Beach, Michigan.
Twelfth District .....CHARLES MORTON, Grand Haven, Michigan.
Thirteenth District...THOMAS J. BLAKENEY, Room 35, New Appraisers' Stores, San Francisco, California.

BOARD ON LIFE-SAVING APPLIANCES.

Professor CECIL H. PEABODY, Massachusetts Institute of Technology, Boston, Massachusetts, *President*.

Major DAVID A. LYLE, Ordnance Department, United States Army, Augusta Arsenal, Augusta, Georgia.

Captain CHARLES A. ABBEY, United States Revenue-Cutter Service, Inspector of Life-Saving Stations, No. 17 State street, New York City.

Lieutenant ANDREW J. HENDERSON, United States Revenue-Cutter Service, Washington, D. C., *Recorder*.

BENJAMIN C. SPARROW, Superintendent Second Life-Saving District, East Orleans, Massachusetts.

JEROME G. KIAH, Superintendent Eleventh Life-Saving District, Harbor Beach, Michigan.

HERBERT M. KNOWLES, Superintendent Third Life-Saving District, Wakefield, Rhode Island.

LETTER OF TRANSMITTAL.

TREASURY DEPARTMENT,
OFFICE GENERAL SUPERINTENDENT LIFE-SAVING SERVICE,
Washington, D. C., November 19, 1902.

SIR: I have the honor to submit the following report of the operations of the Life-Saving Service for the fiscal year ending June 30, 1902, and of the expenditures of moneys appropriated for the maintenance of the Service for that period, in accordance with the requirements of section 7 of the act of June 18, 1878.

Respectfully,

SUMNER I. KIMBALL,
General Superintendent.

Hon. LESLIE M. SHAW,
Secretary of the Treasury.

REPORT OF THE UNITED STATES LIFE-SAVING SERVICE, 1902.

OPERATIONS.

There were 272 stations embraced in the Life-Saving Establishment at the close of the fiscal year. Of this number, 195 were situated on the Atlantic and Gulf coasts, 60 on the coasts of the Great Lakes, 16 on the Pacific coast, and 1 at the Falls of the Ohio, Louisville, Kentucky.

The number located in each of the several districts was as follows:

First District (coasts of Maine and New Hampshire)	14
Second District (coast of Massachusetts)	31
Third District (coasts of Rhode Island and Fishers Island)	8
Fourth District (coast of Long Island)	33
Fifth District (coast of New Jersey)	42
Sixth District (coast from Cape Henlopen to Cape Charles)	18
Seventh District (coast from Cape Henry to Cape Fear River)	31
Eighth District (coasts of South Carolina, Georgia, and eastern Florida)	10
Ninth District (Gulf coast)	8
Tenth District (Lakes Erie and Ontario, including Louisville Station)	12
Eleventh District (Lakes Huron and Superior)	18
Twelfth District (Lake Michigan)	31
Thirteenth District (Pacific coast)	16
Total	272

The following statement shows the periods during which the stations were manned (termed the active season) and the number of surfmen employed at each station:

Employment of surfmen, season of 1901–1902.

District.	Stations.	Periods of employment (all dates inclusive).
1	Quoddy Head, Cross Island, Crumple Island, Cranberry Isles, White Head, Burnt Island, Damariscove Island, Hunniwells Beach, Cape Elizabeth, Fletchers Neck, Jerrys Point, Wallis Sands, Rye Beach, and Great Boars Head.	6 surfmen from Aug. 1, 1901, to May 31, 1902; and 1 additional surfman from Dec. 1, 1901, to Apr. 30, 1902.
2	Salisbury Beach, Plum Island, Knobbs Beach, Gap Cove, Gloucester, Nahant, Point Allerton, North Scituate, Fourth Cliff, Brant Rock, Gurnet, Manomet Point, Wood End, Race Point, Peaked Hill Bars, High Head, Highland, Pamet River, Cahoons Hollow, Nauset, Orleans, Old Harbor, Chatham, Coskata, Surfside, Great Neck, Muskeget, Gay Head, and Cuttyhunk.	6 surfmen from Aug. 1, 1901, to May 31, 1902; and 1 additional surfman from Dec. 1, 1901, to Apr. 30, 1902.
	Monomoy	7 surfmen from Aug. 1, 1901, to May 31, 1902; and 1 additional surfman from Dec. 1, 1901, to Apr, 30, 1902.
	City Point	9 surfmen from July 1 to Nov. 15, 1901, and from May 1 to June 30, 1902.

Employment of surfmen, season of 1901–1902—Continued.

District.	Stations.	Periods of employment (all dates inclusive.)
3	Brenton Point, Narragansett Pier, Point Judith, Quonochontaug, Watch Hill, Sandy Point, New Shoreham, and Block Island.	6 surfmen from Aug. 1, 1901, to May 31, 1902; and 1 additional surfman from Dec. 1, 1901, to Apr. 30, 1902.
4	Ditch Plain, Hither Plain, Napeague, Amagansett, Georgica, Mecox, Southampton, Shinnecock, Tiana, Quogue, Potunk, Moriches, Forge River, Smiths Point, Bellport, Blue Point, Lone Hill, Point of Woods, Fire Island, Oak Island, Gilgo, Jones Beach, Zachs Inlet, Short Beach, Point Lookout, Long Beach, Rockaway, Rockaway Point, Eatons Neck, and Rocky Point.	6 surfmen from Aug. 1, 1901, to May 31, 1902; and 1 additional surfman from Dec. 1, 1901, to Apr. 30, 1902.
5	Spermaceti Cove, Seabright, Monmouth Beach, Long Branch, Deal, Shark River, Spring Lake, Squan Beach, Bayhead, Mantoloking, Chadwick, Toms River, Island Beach, Cedar Creek, Forked River, Barnegat, Loveladies Island, Harvey Cedars, Ship Bottom, Long Beach, Bonds, Little Egg, Little Beach, Brigantine, South Brigantine, Atlantic City, Absecon, Great Egg, Ocean City, Pecks Beach, Corson Inlet, Sea Isle City, Townsend Inlet, Avalon, Tathams, Hereford Inlet, Holly Beach, Turtle Gut, Cold Spring, and Cape May.	6 surfmen from Aug. 1, 1901, to May 31, 1902; and 1 additional surfman from Dec. 1, 1901, to Apr. 30, 1902.
	Sandy Hook	8 surfmen from Aug. 1, 1901, to May 31, 1902.
6	Cape Henlopen, Rehoboth Beach, Indian River Inlet, Fenwick Island, Isle of Wight, Ocean City, North Beach, Green Run Inlet, Popes Island, Assateague Beach, Wallops Beach, Metomkin Inlet, Wachapreague, and Parramore Beach.	6 surfmen from Aug. 1, 1901, to May 31, 1902; and 1 additional surfman from Dec. 1, 1901, to Apr. 30, 1902.
	Lewes, Hog Island, Cobb Island, and Smith Island.	7 surfmen from Aug. 1, 1901, to May 31, 1902.
7	Seatack, Dam Neck Mills, Little Island, False Cape, Wash Woods, Currituck Inlet, Whales Head, Poyners Hill, Caffeys Inlet, Paul Gamiels Hill, Kitty Hawk, Kill Devil Hills, Nags Head, Bodie Island, Oregon Inlet, Pea Island, Chicamacomico, Gull Shoal, Little Kinnakeet, Big Kinnakeet, Durants, Portsmouth, and Core Bank.	6 surfmen from Aug. 1, 1901, to May 31, 1902; and 1 additional surfman from Dec. 1, 1901, to Apr. 30, 1902.
	New Inlet and Ocracoke	7 surfmen from Aug. 1, 1901, to May 31, 1902.
	Cape Lookout and Oak Island	7 surfmen from Aug. 1, 1901, to May 31, 1902; and 1 additional surfman from Dec. 1, 1901, to Apr. 30, 1902.
	Cape Henry, Cape Hatteras, Creeds Hill, and Cape Fear.	8 surfmen from Aug. 1, 1901, to May 31, 1902.
8	Sullivans Island	6 surfmen from Aug. 1, 1901, to May 31, 1902.
9	Santa Rosa, Sabine Pass, Galveston, Velasco, Saluria, Aransas, and Brazos.	6 surfmen from Aug. 1, 1901, to May 31, 1902.
	San Luis	7 surfmen from Aug. 1, 1901, to May 31, 1902.
10	Big Sandy and Fort Niagara	7 surfmen from July 1 to Dec. 8, 1901, and from Apr. 5 to June 30, 1902.
	Oswego and Charlotte	8 surfmen from July 1 to Dec. 8, 1901, and from Apr. 5 to June 30, 1902.
	Buffalo, Erie, Fairport, and Cleveland	8 surfmen from July 1 to Dec. 14, 1901, and from Apr. 5 to June 30, 1902.
	Ashtabula and Point Marblehead	7 surfmen from July 1 to Dec. 14, 1901, and from Apr. 5 to June 30, 1902.
	Louisville	6 surfmen from July 1, 1901, to June 30, 1902.
11	Lake View Beach	7 surfmen from July 1 to Dec. 10, 1901, and from Apr. 5 to June 30, 1902.
	Sand Beach, Pointe aux Barques, Grindstone City, Ottawa Point, Sturgeon Point, Thunder Bay Island, and Middle Island.	8 surfmen from July 1 to Dec. 10, 1901, and from Apr. 5 to June 30, 1902.
	Hammonds Bay and Bois Blanc	8 surfmen from July 1 to Dec. 10, 1901, and from Apr. 5 to June 30, 1902.
	Vermilion Point, Crisps, Two Heart River, and Muskallonge Lake.	7 surfmen from July 1 to Dec. 12, 1901, and from Apr. 7 to June 30, 1902.
	Marquette	8 surfmen from July 1 to Dec. 9, 1901, and from Apr. 8 to June 30, 1902.
	Ship Canal	8 surfmen from July 1 to Dec. 8, 1901, and from Apr. 8 to June 30, 1902.
11	Duluth	8 surfmen from July 1 to Dec. 12, 1901, and from Apr. 7 to June 30, 1902.
	Grand Marais	6 surfmen from July 1 to Dec. 12, 1901, and from Apr. 7 to June 30, 1902.

Employment of surfmen, season of 1901–1902—Continued.

District.	Stations.	Periods of employment (all dates inclusive).
12	Charlevoix, North Manitou Island, Baileys Harbor, and Plum Island.	7 surfmen from July 1 to Nov. 30, 1901, and from Apr. 5 to June 30, 1902.
	Point Betsie, Frankfort, Manistee, Grande Pointe au Sable, Pentwater, White River, Holland, South Haven, Michigan City, Evanston, Kenosha, Racine, Two Rivers, Kewaunee, and Sturgeon Bay Canal.	7 surfmen from July 1 to Nov. 30, 1901, and from Apr. 1 to June 30, 1902.
	Ludington, Muskegon, and Saint Joseph	7 surfmen from July 1 to Dec. 5, 1901, and from Apr. 1 to June 30, 1902.
	Chicago and Sheboygan	8 surfmen from July 1 to Nov. 30, 1901, and from Apr. 1 to June 30, 1902.
	Grand Haven, South Chicago, Old Chicago, and Milwaukee.	8 surfmen from July 1 to Dec. 5, 1901, and from Apr. 1 to June 30, 1902.
13	Petersons Point, Ilwaco Beach, Yaquina Bay, Coquille River, and Point Reyes.	7 surfmen from July 1, 1901, to June 30, 1902.
	Shoalwater Bay, Umpqua River, Cape Arago, Humboldt Bay, Fort Point, Golden Gate Park, and Southside.	8 surfmen from July 1, 1901, to June 30, 1902.
	Cape Disappointment	8 surfmen from July 1, 1901, to June 30, 1902, and 1 additional surfman from July 1 to Aug. 10, 1901, and from Apr. 11 to June 30, 1902.
	Point Adams	8 surfmen from July 1, 1901, to June 30, 1902, and 1 additional surfman from July 1 to Aug. 10, 1901, and from May 1 to June 30, 1902.

The foregoing tabular statement includes but one of the ten stations in the Eighth District, the others being maintained only as houses of refuge for the succor of the shipwrecked, no crews being employed. Keepers are on duty at all stations throughout the year.

LOSS OF LIFE.

The number of disasters to vessels within the scope of the operations of the Service during the last year was greater than ever before, with the exception of the years 1898 and 1901, yet the loss of life was very small. The number of lives lost from documented vessels—those of 5 tons burden or over—was only 19, while 6 were lost from smaller craft—sailboats, rowboats, etc.—making a total of 25, a number far below the average. All but 5 of those lost from documented vessels, and more than half of the whole number lost from craft of all descriptions, perished in two disasters—5 on the coast of Cape Cod under deplorable circumstances, which involved also the lives of 7 members of the Monomoy life-saving crew, and 9 one mile outside the entrance to Duluth Harbor, Minnesota, and 1½ miles from the life-saving station, where two large steamers collided, one of which sank within three minutes, before even the other vessel could render any aid. Of the remaining 5 who were lost from documented vessels, 3 were capsized while attempting to land in their own boats, 1 was scalded to death in the fire room of a stranded steamer by the bursting of a steam pipe when she struck, and 1 was swept overboard and carried out to sea by the first wave that mounted the vessel when she brought up on the bar. Most of the casualties to the smaller craft occurred at long distances from the stations, and all of them culminated almost instantly. In no case was life lost through any fault of the life-saving crews.

The most notable event of the year was the tragic loss of the keeper and 6 of the Monomoy life-saving crew on the 17th of March, while engaged in a heroic attempt to rescue 5 men from the coal barge

Employment of surfmen, season of 1901–1902—Continued.

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LOSS OF LIFE.

The number of disasters to vessels within the scope of the operations of the Service during the last year was greater than ever before, with the exception of the years 1898 and 1901, yet the loss of life was very small. The number of lives lost from documented vessels—those of 5 tons burden or over—was only 19, while 6 were lost from smaller craft—sailboats, rowboats, etc.—making a total of 25, a number far below the average. All but 5 of those lost from documented vessels, and more than half of the whole number lost from craft of all descriptions, perished in two disasters—5 on the coast of Cape Cod under deplorable circumstances, which involved also the lives of 7 members of the Monomoy life-saving crew, and 9 one mile outside the entrance to Duluth Harbor, Minnesota, and 1½ miles from the life-saving station, where two large steamers collided, one of which sank within three minutes, before even the other vessel could render any aid. Of the remaining 5 who were lost from documented vessels, 3 were capsized while attempting to land in their own boats, 1 was scalded to death in the fire room of a stranded steamer by the bursting of a steam pipe when she struck, and 1 was swept overboard and carried out to sea by the first wave that mounted the vessel when she brought up on the bar. Most of the casualties to the smaller craft occurred at long distances from the stations, and all of them culminated almost instantly. In no case was life lost through any fault of the life-saving crews.

The most notable event of the year was the tragic loss of the keeper and 6 of the Monomoy life-saving crew on the 17th of March, while engaged in a heroic attempt to rescue 5 men from the coal barge

Wadena, stranded on the coast of Cape Cod. These surfmen perished on an errand to which they were summoned by the men on the barge, who were safely taken into the surfboat, but became panic-stricken when a wave broke over her, and were so carried away with abject fear and excitement that, in disobedience to the keeper's command to remain quiet in their places, they rose up, clung to the necks of the surfmen, and so interfered with their use of the oars that control of the boat was lost, which, taking the sea broadside on, was capsized. Thus were 12 lives needlessly sacrificed. Great sorrow and sympathy were aroused throughout the whole country, and a popular subscription of over $45,000 was raised, mostly in Massachusetts, for the support of the widows and the care and education of the orphan children. Widespread interest also developed among the maritime organizations of the principal commercial cities of the country, who gave expression to the general feeling by numerous petitions for the passage by Congress of a pension act to cover similar cases. A bill for the purpose was introduced in the House of Representatives and favorably reported from the Committee on Interstate and Foreign Commerce. Its further consideration, however, was not reached during the last session of Congress.

Two days after the Monomoy disaster, March 19, the Service suffered another serious loss in the death of Captain Joshua James, the keeper of the Point Allerton station, at Hull, Massachusetts, who fell dead at his post of duty just as he stepped from the boat in which he and his crew had been engaged in surfboat drill.

Captain James was probably the most celebrated life-saver in the world, having spent all the years of his manhood in the service of the Humane Society of Massachusetts and the United States Life-Saving Service. He is credited with having saved hundreds of lives, and has been honored for his bravery and skill on numerous occasions by the award of tokens of distinction from the United States Government, the State of Massachusetts, marine and commercial organizations, and various societies. He was a man of the highest moral character, and of frugal habits, yet at the time of his death he was practically without means. He left an invalid widow and several children, whose unhappy pecuniary situation so profoundly appealed to the sympathy and sense of justice of the public that a popular contribution of $3,733 was immediately collected for their assistance.

SALVAGE AND LOSS OF PROPERTY.

The amount of property imperiled was greatly in excess of that of any previous year in the history of the Service, owing to the unusual number of large vessels involved. No less than 54 vessels of over 1,000 tons burden—of which number 33 were steamers—suffered disaster. Twenty-six of these vessels were of over 2,000 tons burden, and the average tonnage of the whole number was 2,653 tons. The loss of property, however, was comparatively light.

STATISTICAL STATEMENT.

The number of disasters to documented vessels was 385. On board these vessels were 3,424 persons, of whom 19 were lost. The estimated value of the vessels was $9,253,630, and that of their cargoes $5,139,380, making the total value of property involved $14,393,010. Of this amount $12,125,220 was saved and $2,267,790 lost. The number of vessels totally lost was 51. In addition to the foregoing there were 361 casualties to undocumented craft—sailboats, rowboats, etc.—carrying 796 persons, 6 of whom perished. The value of property involved in these instances is estimated at $174,120, of which $167,575 was saved and $6,545 lost. The aggregate of disasters to vessels of all descriptions, with their value, including that of their cargoes, and also the number of persons involved, is, therefore, as follows:

Total number of disasters	746
Total value of property involved	$14,567,130
Total value of property saved	[a] $12,292,795
Total value of property lost	$2,274,335
Total number of persons involved	4,220
Total number of persons lost	25
Total number of shipwrecked persons succored at stations	[b] 712
Total number of days' succor afforded	[b] 1,272
Number of vessels totally lost	51

The above table does not include the 7 men lost from the Monomoy life-saving crew, nor 70 persons rescued from various positions of danger who would otherwise have perished.

VESSELS ASSISTED.

The life-saving crews saved and assisted in saving 434 imperiled vessels, valued with their cargoes at $3,567,220. Of this number 334, valued with their cargoes at $977,500, were saved without other assistance. In the remaining instances, 100 in number, the life-saving crews cooperated with wrecking vessels, tugs, and other agencies in saving property estimated at $2,494,665, out of a total of $2,589,720 imperiled. Besides this the crews afforded assistance of greater or less importance to 661 other vessels, rendering aid, therefore, altogether to 1,095 vessels of all kinds, including small craft. This number is exclusive of 237 instances in which vessels running into danger were warned off by station patrolmen. Two hundred and ten of these warnings were given at night by Coston lights.

[a] It should not be understood that the entire amount represented by these figures was saved by the Service. A considerable portion was saved by salvage companies, wrecking tugs, and other instrumentalities, often working in conjunction with the surfmen. It is manifestly impossible to apportion the relative results accomplished. It is equally impossible to give even an approximate estimate of the number of lives saved by the station crews. It would be preposterous to assume that all those on board vessels suffering disaster who escape would have been lost but for the aid of the life-savers; yet the number of persons taken ashore by the lifeboats and other appliances by no means indicates the sum total saved by the Service. In many instances where vessels are released from stranding or other perilous predicaments by the life-saving crews, both the vessels and those on board are saved, although the people are not actually taken ashore, and frequently the vessels and crews, escaping disaster entirely, are undoubtedly saved by the warning signals of the patrolmen, while in numerous cases, either where vessels suffer actual disaster or where they are only warned from danger, no loss of life would have ensued if no aid had been rendered. The number of disasters, the property involved, the amounts saved and lost, the number of persons on board, and the number lost are known, and these facts are all that can be expressed statistically with reasonable accuracy. The narratives which follow under the caption "Loss of life" and the brief statements under the captions "Services of crews" and "Vessels warned from danger" convey as adequate an idea of what the life-saving crews actually do in each instance as space will allow.

[b] These figures include persons to whom succor was given who were not on board vessels embraced in table of casualties.

The apportionment of the foregoing statistics to the Atlantic, Lake, and Pacific coasts, respectively, is shown in the following table:

	Atlantic and Gulf coasts.	Lake coasts.[a]	Pacific coast.	Total.
Total number disasters	462	252	32	746
Total value of vessels.....dollars..	4,896,135	4,231,415	297,780	9,425,330
Total value of cargoes.....do....	4,481,320	631,280	29,200	5,141,800
Total amount of property involved.....do....	9,377,455	4,862,695	326,980	14,567,130
Total amount of property saved.....do....	7,657,040	4,348,345	287,410	12,292,795
Total amount of property lost.....do....	1,720,415	514,350	39,570	2,274,335
Total number of persons on board	2,644	1,374	202	4,220
Total number of persons lost	10	13	2	25
Number of shipwrecked persons succored at stations...	597	105	10	712
Total number of days' succor afforded	[b]1,046	[b]206	[b]20	[b]1,272
Number of disasters, involving total loss of vessels	38	10	3	51

[a] Including the river station at Louisville, Kentucky.
[b] These figures include persons to whom succor was given who were not on board vessels embraced in table of casualties.

The apportionment to the several districts is as follows:

First District.

Number of disasters	75
Value of vessels	$285,055
Value of cargoes	$50,765
Total value of property	$335,820
Number of persons on board vessels	602
Number of persons lost	None.
Number of shipwrecked persons succored at stations	14
Number of days' succor afforded	39
Value of property saved	$326,865
Value of property lost	$8,955
Number of disasters involving total loss of vessels	1

Second District.

Number of disasters	187
Value of vessels	$943,375
Value of cargoes	$380,430
Total value of property	$1,323,805
Number of persons on board vessels	759
Number of persons lost	7
Number of shipwrecked persons succored at stations	158
Number of days' succor afforded	283
Value of property saved	$1,057,265
Value of property lost	$266,540
Number of disasters involving total loss of vessels	12

Third District.

Number of disasters	8
Value of vessels	$211,300
Value of cargoes	$82,200
Total value of property	$293,500
Number of persons on board vessels	49
Number of persons lost	1
Number of shipwrecked persons succored at stations	13
Number of days' succor afforded	30
Value of property saved	$289,650
Value of property lost	$3,850
Number of disasters involving total loss of vessels	1

Fourth District.

Number of disasters	31
Value of vessels	$518,050
Value of cargoes	$1,558,815
Total value of property	$2,076,865

Number of persons on board vessels	216
Number of persons lost	None.
Number of shipwrecked persons succored at stations	30
Number of days' succor afforded	43
Value of property saved	$1,431,905
Value of property lost	$644,960
Number of disasters involving total loss of vessels	4

Fifth District.

Number of disasters	66
Value of vessels	$608,070
Value of cargoes	$705,525
Total value of property	$1,313,595
Number of persons on board vessels	363
Number of persons lost	2
Number of shipwrecked persons succored at stations	109
Number of days' succor afforded	198
Value of property saved	$872,535
Value of property lost	$441,060
Number of disasters involving total loss of vessels	7

Sixth District.

Number of disasters	31
Value of vessels	$359,600
Value of cargoes	$35,420
Total value of property	$395,020
Number of persons on board vessels	186
Number of persons lost	None.
Number of shipwrecked persons succored at stations	96
Number of days' succor afforded	125
Value of property saved	$261,660
Value of property lost	$133,360
Number of disasters involving total loss of vessels	6

Seventh District.

Number of disasters	28
Value of vessels	$1,635,550
Value of cargoes	$1,603,435
Total value of property	$3,238,985
Number of persons on board vessels	290
Number of persons lost	None.
Number of shipwrecked persons succored at stations	96
Number of days' succor afforded	186
Value of property saved	$3,087,195
Value of property lost	$151,790
Number of disasters involving total loss of vessels	2

Eighth District.

Number of disasters	8
Value of vessels	$3,440
Value of cargoes	$1,300
Total value of property	$4,740
Number of persons on board vessels	22
Number of persons lost	None.
Number of shipwrecked persons succored at stations	12
Number of days' succor afforded	12
Value of property saved	$4,665
Value of property lost	$75
Number of disasters involving total loss of vessels	None.

Ninth District.

Number of disasters	28
Value of vessels	$331,695
Value of cargoes	$63,430
Total value of property	$395,125
Number of persons on board vessels	157

Number of persons lost	None.
Number of shipwrecked persons succored at stations	69
Number of days' succor afforded	130
Value of property saved	$325,300
Value of property lost	$69,825
Number of disasters involving total loss of vessels	5

Tenth District.

Number of disasters	60
Value of vessels	$219,685
Value of cargoes	$19,100
Total value of property	$238,785
Number of persons on board vessels	205
Number of persons lost	1
Number of shipwrecked persons succored at stations	5
Number of days' succor afforded	5
Value of property saved	$216,180
Value of property lost	$22,605
Number of disasters involving total loss of vessels	None.

Eleventh District.

Number of disasters	84
Value of vessels	$2,688,885
Value of cargoes	$474,760
Total value of property	$3,163,645
Number of persons on board vessels	563
Number of persons lost	10
Number of shipwrecked persons succored at stations	39
Number of days' succor afforded	112
Value of property saved	$2,848,315
Value of property lost	$315,330
Number of disasters involving total loss of vessels	5

Twelfth District.

Number of disasters	108
Value of vessels	$1,322,845
Value of cargoes	$137,420
Total value of property	$1,460,265
Number of persons on board vessels	606
Number of persons lost	2
Number of shipwrecked persons succored at stations	61
Number of days' succor afforded	89
Value of property saved	$1,283,850
Value of property lost	$176,415
Number of disasters involving total loss of vessels	5

Thirteenth District.

Number of disasters	32
Value of vessels	$297,780
Value of cargoes	$29,200
Total value of property	$326,980
Number of persons on board vessels	202
Number of persons lost	2
Number of shipwrecked persons succored at stations	10
Number of days' succor afforded	20
Value of property saved	$287,410
Value of property lost	$39,570
Number of disasters involving total loss of vessels	3

There were rescued from positions of danger, otherwise than from vessels, 70 persons, who would probably have perished but for the aid of the life-saving men. Of these, 17 had fallen from wharfs, piers, landings, and the like; 13 were bathers who were in imminent danger of drowning; 6 were on cribs, rocks, or points cut off from the land by water; 3 were aeronauts whose parachutes had fallen into the sea; 4 were adrift on rafts, railroad ties, and the like, and in danger of being washed off; 1 contemplated suicide by jumping into the water while laboring under mental excitement; 3 were taken from a burning crib; 4 had broken through or been lost on the ice; 2 had become exhausted from cold and fatigue while wandering in the woods after having been wrecked on the coast; 1 was sleeping between the rails of a railroad track; 1 was asleep on the edge of a pier and in danger of rolling off into the water; 1 severely injured his leg while on piling 1,000 feet from the shore; 1 was lying helpless on the ice; 1 was clinging to a pile in the heavy surf; 2 were boys who had been rendered insensible by blows; 1 had sustained a paralytic shock, and 1 had fallen from high rocks on the shore and been severely injured.

In 615 instances vessels were worked off when stranded, repaired when damaged, piloted out of dangerous places, and similarly assisted by the station crews. Besides the foregoing, assistance of minor importance was rendered to 480 vessels and small craft. Two hundred and thirty-seven vessels running into danger were warned off by station patrolmen, 210 by night signals and 27 by day signals.

The surfboat was used 929 times, making 1,300 trips. The self-righting and self-bailing lifeboat was used 80 times, making 109 trips. The gasoline launches at the City Point Station (Second District) were used 112 times, making 117 trips. Smaller boats were used 473 times, making 572 trips. The river life skiffs at the Louisville Station (Tenth District) were used 39 times, making 47 trips. The breeches buoy was used 15 times, making 249 trips. The wreck gun was employed 22 times, firing 42 shots. The heaving stick was used 30 times. There were landed by the surfboat 782 persons; by the lifeboat, 65; by the gasoline launches, 266; by the river life skiffs, 34; by other station boats, 218, and by the breeches buoy, 213.

In addition to the foregoing there were miscellaneous rescues from vessels as follows: Thirty-three persons by wading into the surf; 20 persons by means of a line thrown to a wrecked steamer by a surfman; 3 men in a yawl boat caught in the ice and hauled to the shore by means of a line fired across the boat; 8 persons who had fallen overboard from vessels.

GENERAL SUMMARY

Of disasters which have occurred within the scope of life-saving operations from November 1, 1871 (date of introduction of present system), to close of fiscal year ending June 30, 1902.[a]

Total number of disasters	13,379
Total value of vessels	$140,797,080
Total value of cargoes	$60,503,449
Total value of property involved	$201,300,529
Total value of property saved	$158,370,977
Total value of property lost	$42,929,552
Total number of persons involved	[b] 98,081
Total number of lives lost	[c] 1,003
Total number of persons succored at stations	[d] 16,661
Total number of days' succor afforded	40,592

[a] It should be observed that the operations of the Service during this period have been limited as follows: Season of 1871–72, to the coasts of Long Island and New Jersey; seasons of 1872–74, to the coasts of Cape Cod, Long Island, and New Jersey; season of 1874–75, to the coasts of New England, Long Island, New Jersey, and the coast from Cape Henry to Cape Hatteras; season of 1875–76, to the coasts of New England, Long Island, New Jersey, the coast from Cape Henlopen to Cape Charles, and the coast from Cape Henry to Cape Hatteras; season of 1876–77 and since, all the foregoing with the addition of the eastern coast of Florida and portions of the lake coasts. In 1877–78 the Pacific Coast was added, and in 1880 the coast of Texas.

[b] Including persons rescued not on board vessels.

[c] Eighty-five of these were lost at the disaster to the steamer *Metropolis* in 1877–78, when service was impeded by distance—and fourteen others in the same year owing to similar causes.

[d] Including castaways not on board vessels embraced in Tables of Casualties.

tion that the men were practically a sacrifice—on the one hand to the needless apprehensions and senseless panic of the men from the barge, and on the other to their own high sense of duty, which would not permit them to turn their backs upon a signal of distress. "We must go," said the keeper; "there is a distress flag in the rigging."

Capsize of a fish boat.

About 12.45 o'clock p. m., May 27, 1902, Surfman No. 1, on watch at the lookout tower of the Cape Disappointment station, mouth of the Columbia River, telephoned to the keeper that several fish boats were dangerously near the broken water on Peacock Spit, and the keeper thereupon caused the Monomoy surfboat to be manned and pulled toward the spit, some 2 miles distant, in order to be close at hand in case disaster should occur.

The wind was blowing at the rate of about 30 miles an hour, but just before the boat reached the spit a squall arose with a velocity of something like 45 miles an hour, accompanied by a blinding rainfall, which for the time being seriously obscured the vision. While the storm was still on, the station signal gun was fired, the lookout believing that he could make out the shape of a capsized boat on the spit at a point about a mile and a half from the station and about half a mile from the position of the surfboat. The wind was from the south, and therefore the life-savers did not hear the gun, but as soon as the air cleared a little they thought they could see a signal flag on the lookout tower.

Under the circumstances it was impossible to be sure what the signal meant, but it was supposed to indicate that a disaster had occurred within view of the station, and the crew therefore pulled over in that direction, and soon discovered a fish boat bottom up in the breakers at the edge of the spit. No one was in it, and as these boats always carry 2 men it was supposed that both had been drowned, but information was gathered from other boats in the vicinity that 1 was saved by fishermen lying near when the capsize occurred. The man who was lost perished instantly, and was never seen after the capsize.

Accidents of this nature are frequent among the hundreds of boats engaged in salmon fishing near the mouth of the Columbia River.

Wreck of the whaleback steamer Thomas Wilson.

About 10.40 o'clock in the forenoon of June 7, 1902, a collision occurred on Lake Superior, 1 mile outside the entrance to the harbor of Duluth, Minnesota, between the steamers *George C. Hadley*, of Chicago, and *Thomas Wilson*, of Duluth, which resulted in the loss of 9 lives from the latter. The *Wilson* was a whaleback iron vessel of 1,713 tons burden, bound for Chicago, deeply laden with iron ore, while the *Hadley*, which was built of wood, was of 2,073 tons burden, bound for Duluth, carrying a full cargo of coal.

When the *Wilson* passed out between the pier heads of Duluth Harbor, about half past 10 o'clock, the *Hadley* was plainly visible 2 miles distant, heading inward. The day was perfectly clear and the weather calm. The vessels were steaming at ordinary speed on courses which would make them pass to the starboard of each other, when the *Hadley* suddenly changed direction and swung to port, heading for

the Superior entrance of the harbor, under orders to that effect communicated to her by the tug *Annie L. Smith*, which went out to meet her.

Had the *Wilson* still held her course this movement of the *Hadley* possibly might have resulted in collision, as the vessels were near together, but had she swung to port at once they might have gone clear of each other. As it was, however, the *Wilson* turned to starboard, and although endeavoring to sheer away was practically in the act of crossing the bows of the *Hadley* when the latter crashed into her with terrific force on the port broadside, just abaft the beam, and, although a wooden vessel, crushed in the iron side of the whaleback, heeled her heavily over to starboard, and then herself recoiled from the impact. As she fell away the whaleback, recovering from the shock, rolled to port and then slowly righted herself, but even as she did so began to settle by the head.

The crew of the *Hadley* at once set to work throwing overboard to the crew of the *Wilson* life-preservers, hatch covers, spars, etc., while the men on board the sinking vessel endeavored to launch their boats and life raft. While still fruitlessly so engaged, the stern of the *Wilson* rose high in the air, and the next instant, within not more than three minutes from the time of the collision, she plunged head first to the bottom, throwing up to a height of 30 or 40 feet a great volume of steam, smoke, and foam. When she rested on the bottom she was in water nearly 12 fathoms deep, and no part of her was visible except the tip of the tall spar or flagstaff, which ran from the top of the pilot house, and to which one of the shipwrecked men was clinging when rescued.

As soon as the collision occurred all hands below on the *Wilson* were called to the deck, and the whole crew, 20 in number, instantly perceiving that the vessel was sure to sink, began to act each for himself, as might seem best for his own safety. While some tried to launch the boats, others quickly jumped overboard, and others, gathering on the uplifted stern, unwisely waited longer. A few of the latter escaped, but 9 were drawn down by the suction of the vessel and were never seen again. Those who were afloat either swam to the *Hadley* or supported themselves upon articles thrown to them until they were picked up by the tug *Annie L. Smith*, which turned back from her return to the harbor the instant she became aware of the disaster.

When it was certain that all who escaped from the wreck had been picked up Captain Fitzgerald headed the *Hadley* for the shore with all possible speed, but because of the injury to her bow she was fast taking in water and there was little or no hope that she could make port. The captain accordingly beached her in about twenty-two feet of water just south of the harbor piers. All on board, including those belonging to the *Wilson*, were taken ashore by the tug *Smith*.

At the moment of the collision Surfman Emerson, of the Duluth Life-Saving Station, who was in the lookout tower of the Bayside boathouse, first telephoned to the keeper at the station, then sounded the alarm for instant action and ran to the station, about 250 yards distant, where he found the surfboat already launched, manned, and under way, so that he had to wade out in the water to take his place in her. To the scene of the disaster was a distance of 1½ miles, but the boat was launched and pulled with such swiftness that she was alongside

past year with unabated liberality. The unfortunate men and women who are annually rescued from the perils of the sea nearly always reach the land bereft of much of their clothing, not infrequently almost wholly so, and often seriously wounded. These pitiful conditions would be beyond relief, except such as the surfmen are neither prepared nor pecuniarily able to afford, were it not for the beneficence of the noble women who have undertaken to provide for them, and to whom the Service desires to acknowledge a sense of profound gratitude.

Within the period covered by this report 77 instances occurred in which articles supplied by the association were furnished to 294 persons, as follows:

Beneficiaries, Women's National Relief Association.

Date.	Station and locality.	Beneficiaries.
1901.		
July 3	Saint Joseph, Michigan	A man who had fallen into the river from a pier.
6	Plum Island, Massachusetts	An intoxicated man who had been rescued from drowning.
10	Cape Disappointment, Washington.	Two men from a capsized fish boat.
22	Old Chicago, Illinois	A man rescued from drowning.
23	Manistee, Michigan	Two men, crew of capsized schooner Ida Jane.
23	Golden Gate Park, California.	A man who had fallen into the water near the Cliff House.
26	Assateague Beach, Virginia.	Three men, crew of wrecked schooner Monhegan.
Aug. 7	Gurnet, Massachusetts	Three men from stranded launch Elsa.
10	....do	Two men from sailboat Gypsy Girl.
14	Plum Island, Massachusetts	Three men from a capsized boat.
18	City Point, Massachusetts	Two men from a capsized small boat.
23	Evanston, Illinois	Two women from a capsized sloop.
24	City Point, Massachusetts	A man and a woman who had fallen overboard.
25	Racine, Wisconsin	A seaman who had fallen overboard from a steamer's rail.
30	Point Betsie, Michigan	Five men from a wrecked schooner.
30	Frankfort, Michigan	Three men from a sunken schooner.
Sept. 3	City Point, Massachusetts	A man from a capsized boat.
6	Plum Island, Massachusetts	An elderly woman who had been wet by the surf.
7	Sand Beach, Michigan	Two women and eight men from wrecked schooner John Wesley.
8	....do	A woman from the British schooner Vienna.
10	Humboldt Bay, California	A man from a small boat.
15	Gurnet, Massachusetts	Two men from a small sailboat.
15	Sturgeon Bay, Michigan	A man injured by falling spars during a gale.
17	Quoddy Head, Maine	Two men from a small boat.
17	Santa Rosa, Florida	Two men from a capsized fish boat.
18	Jerrys Point, New Hampshire.	A man who fell into the water while landing through the surf.
Oct. 19	Crisps, Michigan	The master of the water-logged and stranded schooner Montgomery.
21	Saint Joseph, Michigan	A man who fell overboard from the steamer Soo City.
23	Buffalo, New York	A man from the wrecked schooner Paisley.
23	Milwaukee, Wisconsin	A man from a capsized fish boat, who was clinging to a pile in the surf.
Nov. 7	Orleans, Massachusetts	Six men of crew of wrecked British schooner John S. Parker, who had been landed in the breeches buoy.
10	Baileys Harbor, Wisconsin	Six men, crew of wrecked schooner Peoria.
12	Nahant, Massachusetts	Three men from a capsized dory.
12	Sand Beach, Michigan	A man from an overturned boat.
13	Point aux Barques, Michigan.	A woman from steamer Emerald.
20	Cleveland, Ohio	A man who had been resuscitated from drowning.
23	Portsmouth, North Carolina	Four men, crew of schooner Leading Breeze.
23	Long Branch, New Jersey	Seven men from wrecked steamer Robert Haddon.
24	Point Judith, Rhode Island.	Three men of crew of schooner J. G. Fell.
24	Monmouth Beach, New Jersey.	Two of crew of German ship Flottbek.
24	Chadwick and Toms River, New Jersey.	Two men from wrecked barge Wilmore.
27	Gap Cove, Massachusetts	A man from the wrecked schooner Lucy Belle.
Dec. 1	Holland, Michigan	A man who fell into the water from the pier.
4	Yaquina Bay, Oregon	Three men rescued from the wrecked schooner C. H. Wheeler.
16	Spermaceti Cove, New Jersey.	A man who had fallen into the icy waters of Horseshoe Creek.
Jan. 17	Ludington, Michigan	Thirty-five people, passengers and crew, who had landed in the breeches buoy from the wrecked steamer Pere Marquette No. 3.
24	Aransas, Texas	Three men, crew of wrecked schooner Mary Lynch.
Feb. 11	Peaked Hill Bars, Massachusetts.	Crew of five men from wrecked schooner Henry.

Beneficiaries, Women's National Relief Association—Continued.

Date.	Station and locality.	Beneficiaries.
1902.		
Feb. 13	Orleans and Old Harbor, Massachusetts.	Crew of sixteen men who were rescued from wrecked schooner Elsie M. Smith.
28	Gap Cove, Massachusetts	Three men of crew of British steamer Wilster.
28	Cape Henlopen, Delaware	Ten men, crew of wrecked British bark N. B. Morris.
Mar. 1	Short Beach, New York	Sixty-one survivors of wrecked British steamer Acara.
11	Ottawa Point, Michigan	Two men who broke through the ice and were rescued.
13	Golden Gate Park, California.	Eight survivors from wrecked schooner Reporter.
16	Long Beach, New York	Five men of the crew of the wrecked British barkentine Persia.
20	Surfside, Massachusetts	Five survivors of the wrecked schooner Fly Away.
29	Long Branch, New Jersey	Crew of six men of British barkentine Antilla.
Apr. 5	Saint Joseph, Michigan	A man taken from the water cold and wet.
6	Old Chicago, Illinois	Two men who were brought to the station chilled and wet.
19	....do	A fisherman who had been rescued from drowning.
23	Racine, Wisconsin	A man who had accidentally ridden overboard on a bicycle.
26	Rockaway Point, New York	Six survivors of the wrecked schooner Cornelia Soule.
29	Cape Arago, Oregon	Two of the crew of schooner John F. Miller, who were drenched by the sea and unable to get to their vessel on account of the high wind.
30	Eatons Neck, New York	A man who had fallen overboard from a wharf.
May 4	Biscayne Bay, Florida	A man from a sailboat.
8	Charlevoix, Michigan	One of the crew of stranded schooner Volunteer.
18	Grand Haven, Michigan	A woman who had been drenched with rain while fishing on the pier.
22	Buffalo, New York	A man and a woman from a capsized gasoline launch.
26	Ludington, Michigan	One of the crew of schooner Jennie Weaver, who fell overboard and was rescued.
30	Highland, Massachusetts	Two men from yacht Firefly, who capsized in the surf.
30	Nauset, Massachusetts	Two men from catboat Varina, who were benumbed and wet.
30	Sand Beach, Michigan	A seaman who was injured on the schooner Eugenia Vesta.
June 7	City Point, Massachusetts	A man from a capsized small boat.
12	Charlevoix, Michigan	A boy rescued from drowning.
22	City Point, Massachusetts	Three men from a capsized boat.
26	....do	Two men from capsized rowboat.
26	Cleveland, Ohio	A man from capsized sailboat Mogul.

NEW STATIONS.

During the year new stations were completed at South Manitou and Sleeping Bear Point, Michigan. Plans and specifications are being prepared for a new station to be erected on Fishers Island, New York, and a new station at Arena Cove, California, is nearly completed.

REBUILDING, IMPROVEMENT, AND REPAIR OF STATIONS.

New stations mentioned in the last annual report as under construction, to replace old and unsuitable ones at Amagansett, Long Island, and Harvey Cedars, New Jersey, have been completed. Under contracts entered into during the year, old stations which have become unsuitable for occupancy at Long Beach and Squan Beach, New Jersey, Seatack (Virginia Beach), Virginia, and Whales Head (Currituck Beach), North Carolina, are being replaced by new structures.

The construction of a new jetty at Sabine Pass, Texas, has resulted in making the location of the old station there too far inland for practical service, and a wharf for the erection of a new one in a proper location is now in an advanced state of construction.

The opening reported last year as being cut through the south pier of Buffalo River at Buffalo, New York, to provide for the construction of a launchway for the proposed new station there, has been completed, together with the foundations and retaining walls, and plans and specifications have been made and proposals invited for the construction of a new station.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1901.			
July 8	Am. sc. John Stoddard.	Sullivans Island, South Carolina.	pulled out to her in response to a signal of distress. She was leaking seriously, and her crew had gone ashore, leaving the master alone on board. Surfmen manned the pumps, ran out an anchor, hove her afloat after the tide began to flood, and then worked her into the island cove, where they beached her in a safe berth.
July 9	Slp. Caroline.....	Galveston, Texas.....	Cable parted during a fresh NE. gale, and sloop drifted afoul of the piling of an old railroad bridge about 6 miles SW. of Galveston Life-Saving Station, which was not manned at the time. The sloop filled and sank, but the two men on board succeeded in climbing upon the piles, where they awaited succor. Upon being informed of the casualty by the police authorities at 6 a. m., the Superintendent of the Ninth Life-Saving District hired a naphtha launch and went to the rescue of the distressed men, whom he took to Galveston and provided with proper stimulants and food, as they were much exhausted. The sloop was afterwards raised and refitted. (See letter of acknowledgment.)
July 9	Slp. Can't Tell.....	Sand Beach, Michigan, Lake Huron.	Capsized in a squall, ¼ mile NE. of station. Three surfmen hastily pulled out in station small boat and rescued the two occupants, while the rest of the life-saving crew manned the surfboat and towed the upset craft to the boat livery, where it belonged.
July 9	Am. str. Sport.....	Ludington, Michigan, Lake Michigan.	Towline fouled propeller at 2.30 a. m., while the tug was towing a boom of logs into Ludington Harbor. Surfmen responded to her signal of distress, and at the master's request notified the tug Geo. D. Sanford, jr., of the casualty. Then they carried out and planted for the disabled tug an anchor, which kept her from drifting ashore, while they assisted to clear the line from the wheel. When this was accomplished they informed the master of the Sanford that the Sport was short of fuel and assisted him to take some out to her.
July 9	Am. sc. Wing and Wing.	Umpqua River, Oregon..	This schooner drifted into shallow water while trying to sail across the bar during light weather and anchored in a dangerous position. Keeper and two surfmen pulled to Gardiner in order to get the assistance of a tug. The remainder of the station crew succeeded in kedging the schooner into the channel, where the tug from Gardiner picked her up and then towed her inside.
July 10	Fish boat, no name.	Cape Disappointment, Washington.	This boat swamped in the breakers on the edge of Peacock Spit, while its crew of two fishermen were picking up their net. Station lookout saw the casualty and surfmen hastily pulled out and rescued the men, picking up their gear and towing their boat to station. Keeper furnished the men with dry clothing from the stores of the Women's National Relief Association, and the surfmen assisted them to repair their boat and fishing gear.
July 11	Catboat Lotta.....	City Point, Massachusetts.	Parted moorings during a fresh NE. wind and drifted ashore in Pleasure Bay. Surfmen ran a line to the catboat from the station steam launch Relief, hauled it afloat, and towed it to a secure berth.
July 11	Nph. lch., no name.	Cleveland, Ohio, Lake Erie.	Run down by a tug and sunk in the Cuyahoga River about 300 yards SE. of station. One of the two occupants of the launch was picked up by the tug; the other was drowned. (For detailed account see caption "Loss of life.")

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1901.			
July 11	Small boats (2), no names.	Point Marblehead, Ohio, Lake Erie.	Surfmen pulled out into the lake and towed to the shore two small boats which were adrift. The owners came to station later in the day and claimed them.
July 11	St. scow Katzenjamer.	Two Rivers, Wisconsin, Lake Michigan.	Sprung a leak and filled with water while lying alongside of a dock. At the request of the owner surfmen took their force pump to the scow and succeeded in pumping it dry.
July 12	Am. sc. Experiment.	Ludington, Michigan, Lake Michigan.	Towed into harbor in a leaking condition, the crew being exhausted by work at the pumps. Surfmen kept her clear of water until the next morning, when the master required no further assistance.
July 13	Catboat Iris.....	Cleveland, Ohio, Lake Erie.	The three men in this boat were unable to manage it, and were drifting toward the high bluffs, 3 miles W. of station, where their lives would be endangered. Surfmen went out to the rescue, taking two of the men into the surfboat, bailing out the catboat, which was half full of water, towing it clear of the breakers, and then sailing it into the harbor.
July 14	Am. sc. Vesta.....	Nahant, Massachusetts...	This schooner struck on Shag Rocks at 2.30 a. m., and sank about 40 yards offshore while the crew of six men were trying to beach her on the NE. side of East Point. Upon being notified of the casualty at 7 a. m., keeper (inactive season) hastened to the scene, and with the aid of a volunteer named Herbert F. Otis assisted the shipwrecked crew who had reached shore much exhausted. He took two of the crew to station and succored them until they were able to go to Boston. With the aid of a surfman the keeper worked the sunken craft inshore, where he was able to make temporary repairs at low water. On the next day he sailed her to a safe anchorage, where the owner took charge of her.
July 14	Am. str. Madeline..	City Point, Massachusetts.	Propeller disabled and steamer drifted afoul of the City Point Pier at 9.15 p. m. Station patrol launch towed her clear and stood by until the steamer was in working condition; then the launch landed several of her passengers who were frightened.
July 14	Gas. lch. Triad.....	.....do.....	Machinery broke down in Dorchester Bay at 6.30 p. m., the launch having a party of nine people on board. Station steam launch Relief towed the disabled craft to the float of the Boston Yacht Club.
July 14	Am. sc. Malden.....	False Cape, Virginia.....	Stranded about 400 yards SE. of station, at 9.30 p. m., during thick weather. Keeper employed a volunteer crew (inactive season) and boarded her in surfboat. She was lying easy, and her crew desired to remain on board for the night. At the master's request, the keeper returned to shore and sent a telegram for a tug, which arrived on the following morning and succeeded in releasing the schooner.
July 16	Catboat Undine....	City Point, Massachusetts.	While two men were out sailing in this catboat during a fresh SW. wind, its mast was carried away close to the deck, leaving the boat helpless at a point about 1½ miles NE. of station. Surfmen went in station launch to the assistance of the men, towing their boat to the public landing at City Point.
July 16	Am. str. Richard Martini.	Sand Beach, Michigan, Lake Huron.	Stranded about 5 miles N. by W. from station at 9.30 p. m. She made no signal of distress, but station lookout discovered that she was ashore at 3.30 a. m., and thereupon the life-savers pulled out to her. They assisted to throw overboard about one-third of the steamer's cargo of timber, and she was then able to release herself and proceed on her way. Surfmen returned to station at 7 a. m.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1901.			
July 16	Gas. lch., no name .	Duluth, Minnesota, Lake Superior.	Engine became disabled about ¾ of a mile SW. of station. Surfmen pulled out to the assistance of the two occupants, towing the launch to a repair shop for them.
July 16	Scow, no name	Muskegon, Michigan, Lake Michigan.	This scow, valued at $100, broke adrift from its moorings alongside the pier and was being carried out of the harbor by the current. Surfmen boarded it, ran a line to the N. pier, and made it well fast.
July 17	Rowboat, no name .	Old Chicago, Illinois, Lake Michigan.	Surfmen pulled out and picked up this boat, which had broken adrift from a yacht during a squall. They towed it to the station and soon afterwards turned it over to the owner.
July 18	Am. slp. Anna.....	Brant Rock, Massachusetts.	Mast carried away close to deck during a severe squall at 7.30 p. m., and the crew of two men let go a small anchor in a dangerous position near Brant Rock. Keeper and a crew of volunteer surfmen (inactive season) went on board and planted station kedge anchor, which held the sloop safe until morning. At 5 a. m. surfmen returned to the disabled sloop, got her mast and rigging on board, and towed her into Green Harbor.
July 18	Catboat, no name...	Duluth, Minnesota, Lake Superior.	Capsized in the bay about ¾ of a mile SSE. from station. Surfmen rescued the sole occupant and then righted and bailed out the boat for him.
July 19	Small boat, no name	Jerrys Point, New Hampshire.	This boat, containing two boys, capsized in Portsmouth Harbor, 2 miles NNW. from station. One of the station crew saw the accident and immediately pulled out to the rescue in his dory, taking the boys from the bottom of the upset boat and putting it to rights for them.
July 19	Scow, no name	Racine, Wisconsin, Lake Michigan.	The swell from a passing steamer caused the mooring lines of this stone-laden scow to part and it drifted across the channel. Surfmen hauled it alongside the dock and made it well fast.
July 20	Am. sc. Aunt Ruth..	Hammonds Bay, Michigan, Lake Huron.	Sprung a leak while loading lumber during heavy weather. Her crew hauled her out to an anchorage and then the master requested the surfmen to help at the pumps. Surfmen cleared her of water and then assisted to get her under way.
July 20	Rowboat, no name..	Marquette, Michigan, Lake Superior.	Capsized alongside of an old dock near the station boathouse during a severe squall of wind and rain. The four occupants, a father and his three sons, were thrown into the water and one of the boys was drowned. (For detailed account see caption "Loss of life.")
July 21	Gas. lch., no name..	Sandy Hook, New Jersey.	Engine became disabled about 2 miles SW. of station. The crew of four men tried to anchor the launch, but their cable barely reached to the bottom and they were drifting rapidly seaward. Keeper went out in his steam launch and towed the crippled craft to the pier at Atlantic Highlands, where he assisted to put the engine in working condition.
July 21	Slp. Slider	Charlotte, New York, Lake Ontario.	Capsized by a puff of wind in the harbor about 200 yards N. of station. Surfmen rescued the sole occupant, and towed the sloop to shore and bailed it out.
July 21	Nph. lch. Cenore....	Point Betsie, Michigan, Lake Michigan.	Engine became disabled about 1½ miles S. of station. Surfmen pulled out to the launch, took six passengers into the surfboat and landed them, and then, at the owner's request, sent out a tug to tow the disabled craft into the harbor.
July 21	Small boat, no name	Milwaukee, Wisconsin, Lake Michigan.	Surfmen pulled out and recovered this small boat which was drifting out into the lake. On the following day the owner came to station and claimed it.
July 22	Shell, no name	Duluth, Minnesota, Lake Superior.	This shell, containing one oarsman, capsized about ½ mile SW. of station. Station lookout saw the accident and at once sounded the alarm. Surfmen quickly pulled out, picked up the man, and bailed out the shell for him.
July 23	Am. sc. Ida Jane....	Manistee, Michigan, Lake Michigan.	The station lookout lost sight of this schooner during a heavy squall, and keeper, fearing that she had capsized, at once engaged a tug to tow out the lifeboat. After steaming out some distance, the surfmen discovered the schooner lying bottom up with the crew of two men clinging to her. Casting off from the tug they picked up the men, who were much exhausted by the heavy sea washing over them continually. After properly caring for the rescued men, they made a line fast to the wreck and the tug towed it to Manistee, where the surfmen made it fast for the night alongside of a schooner in the harbor. Keeper took the men to station, furnished them with dry clothing from the stores of the Women's National Relief Association, and, as they were in destitute circumstances, succored them until the 27th instant. Surfmen righted and pumped out the schooner, putting her in sailing trim. (See letter of acknowledgment.)
July 24	Gas. lch. Newsboy..	Duluth, Minnesota, Lake Superior.	Engine disabled and launch in danger of foundering in the NE. gale which was blowing at the time. Surfmen picked it up about 2 miles S. of station, and at the request of the occupant towed it into smooth water above the Duluth-Superior bridge.
July 24	Fish boat, no name.	Point Adams, Oregon	While this boat, containing two men and having a skiff in tow, was trying to sail down to a net rack against a strong NW. wind, it fouled a fish trap, became unmanageable, and the skiff swamped. Surfmen pulled out and threw a line to the men, and after a hard pull succeeded in towing the boats to their destination.
July 25	Am. sc. A. Hooper ..	White Head, Maine	Sprung a leak while anchored in Seal Harbor and filled with water in spite of the efforts of her crew to pump her out. Keeper mustered a crew of five men (inactive season) and went on board to render assistance. As she was lumber laden and in no danger of sinking, the crew did not wish to leave her. Keeper took ashore a telegram for the owner, and at the master's request telephoned for a tug, which came and towed the water-logged craft to Rockland for repairs.
July 25	Am. str. Ella	City Point, Massachusetts.	The machinery of this steamer having broken down off Squantum at 8 p. m., she sounded a signal of distress, which caused the surfmen to go to her assistance at once in their launch. They towed her to the station, and there turned her over to the steamer Madeline, which took her to the public landing at City Point.
July 25	Slp. yt. Swawa	Watch Hill, Rhode Island.	Stranded on Napatree Point during a heavy NE. squall about 4 a. m. Keeper (inactive season) went to the point, and with the assistance of some soldiers from Fort Mansfield planted two anchors offshore. By using rollers and levers, they succeeded in launching the yacht off the beach, and the keeper sailed her into Stonington Harbor, she having apparently sustained no damage.
July 25	Gas. lch. Greta	Sand Beach, Michigan, Lake Huron.	While returning from a fishing trip with two men on board this launch ran out of fuel, and station lookout observed that she was in a helpless condition, about 1½ miles NW. of station, at 7.10 p. m. After toilsome work the surfmen towed the launch into the harbor, reaching safe moorings just in time to avoid a sharp increase in wind and sea.

Services of crews—Continued.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1901. July 26	Am. sc. Monhegan	Assateague Beach, Virginia.	Stranded 2 miles SSE. of station during foggy weather, the crew of three men safely reaching shore in their own boat. Keeper furnished them with dry clothing from the stores of the Women's National Relief Association, and succored them at station until the 29th instant. He summoned a volunteer crew of surfmen (inactive season) and assisted the wreckers in their efforts to save the schooner, but the sea became rough and she was a total loss.
July 26	Sailboat Jennie Orr.	Buffalo, New York, Lake Erie.	Capsized about 2 miles SW. of station, throwing into the water three men, who were soon picked up by some fishing boats that were near by. Upon being informed of the casualty, which was not visible from station, surfmen pulled to the scene, took the ballast out of the upset boat, righted it, towed it to a dock on the Canadian shore, and put it in sailing trim.
July 26	Yawl Marvel	Erie, Pennsylvania, Lake Erie.	This yawl, having five men on board, capsized while sailing in Erie Bay, its centerboard having struck bottom. Surfmen rescued two of the occupants, picked up the floating gear, righted the boat, and towed it into shallow water, where they bailed it out. The other three occupants were rescued by shore boats which were close at hand.
July 26	Am. sc. Lizzie A. Law.	Cleveland, Ohio, Lake Erie.	In danger of drifting ashore about 3 miles ENE. of station. Surfmen ran a hawser from the schooner to a tug, which towed her into the river.
July 26	Am. sc. Kate and Anna.	Petersons Point, Washington.	While two small boats of this schooner were trying to tow her clear of North Spit, one of them swamped in the breakers, and its crew of four men drowned. The other boat pulled seaward for safety. The schooner sailed in across the bar and made a signal of distress, in response to which the station crew towed out behind the tug Traveler. They picked up the boat which had pulled seaward, but could find no trace of the swamped boat or of its crew. Afterwards this boat was found on the beach 6 miles S. of station.
July 27	Catboat Bessie	Great Egg, New Jersey	Capsized on the bar while trying to enter the inlet. The six persons on board were safely picked up by two yachts which were close at hand. Keeper assisted some boatmen to tow the capsized craft into smooth and shoal water, where they bailed it out and secured the sail and spars on board.
July 27	Slp. Peeps the Second.	Chicago, Illinois, Lake Michigan.	Capsized 1½ miles due E. of station. Surfmen quickly pulled to the scene, picked up the three occupants who were clinging to the bottom of the upset boat, and then with the assistance of two gasoline launches towed the craft into Fifty-fifth street harbor, where they righted it and bailed it out.
July 27	Gas. lch. Terror	Racine, Wisconsin, Lake Michigan.	Machinery broke down about 2 miles SE. of harbor, and the launch began to drift out into the lake in spite of the efforts of the crew of three men to reach shore. Surfmen rowed out to the disabled craft and towed it into the harbor.
July 27	Rowboat, no name	do	Surfmen pulled out and picked up this rowboat, valued at $20, which was drifting out of the harbor. They returned it to its owner.
July 28	Slp. Dorothy D	City Point, Massachusetts.	Anchor line cut by the propeller of a small steamer which crossed the sloop's bow while it was anchored off City Point. The sloop drifted ashore ¼ mile N. of station. Surfmen hauled it afloat with station steam launch Relief and towed it to safe moorings.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1901. July 28	Slp. yt. Camilla	Point Allerton, Massachusetts.	Stranded on Toddy Rocks, ¾ of a mile NW. of station. Keeper (inactive season) transported the 22 passengers to the shore in his dory, and then stood by the yacht until she floated on the next flood tide.
July 28	Slp. yt. Naomi	Brigantine, New Jersey	While beating down the coast against a fresh south wind, this sloop carried away her mast, drifted inshore and anchored, and then hoisted a signal of distress. Keeper gathered a volunteer crew (inactive season) and safely landed her crew of three men in the surfboat; then he sent out a tug which towed the disabled craft to Atlantic City after he had put her crew back on board.
July 28	Sailboat, no name	South Haven, Michigan, Lake Michigan.	This small sailboat, containing a man and a woman, was out on the lake at 7 p. m. and was unable to beat into the harbor. As the weather was getting dark and squally, surfmen pulled out and towed the boat to its destination.
July 28	Slp. Le Chat Noir	Chicago, Illinois, Lake Michigan.	Capsized in a sudden squall 3½ miles SE. of station. Surfmen rescued the crew of 4 men, who were clinging to the bottom of the sloop; then they righted it and towed it to the shore.
July 28	Slp. yt., no name	Old Chicago, Illinois, Lake Michigan.	About noon this yacht capsized in the entrance to the harbor, throwing the 6 people on board into the water. Surfmen hastily pulled out and rescued one man, a passing rowboat having already picked up the others. They righted the capsized craft, towed it to N. pier, and bailed it out.
July 29	Slp. Echota	Buffalo, New York, Lake Erie.	Stranded outside the breakwater of Erie basin. Surfmen hauled it afloat and towed it to its anchorage off the Buffalo Yacht Club.
July 30	Flat, no name	Louisville, Kentucky.	This flat upset about 200 feet off station, throwing into the river one man who clung to its bottom until rescued by the station crew. The flat was towed to the shore and righted by the life-savers.
July 30	Skiff, no name	Racine, Wisconsin, Lake Michigan.	Surfmen picked up a skiff, valued at $10, which had gone adrift, towed it to the shore, and turned it over to its owner.
July 31	Am. str. Ella	City Point, Massachusetts.	While this steamer was returning from Squantum with a pleasure party of 56 people on board, her machinery became disabled about 2½ miles SE. of station. Both station launches went to her assistance, safely towing her to the public landing at City Point.
July 31	Gas. lch. Lenore	Frankfort, Michigan, Lake Michigan.	Defective steering gear caused this launch to run against the N. pier while trying to turn around in the harbor entrance, and its machinery became disabled. Surfmen threw a line to the two men on board and towed the launch with the surfboat to its boathouse within the harbor.
July 31	Slp. Brittomarte	Holland, Michigan, Lake Michigan.	While this sloop was trying to beat out of the harbor, the strong current caused it to foul the S. pier, carrying away bowsprit and head gear. Surfmen tracked it along the pier to the station, where they cleared up the wreckage, and then anchored it in Black Lake.
July 31	Am. str. Mandalay	Coquille River, Oregon	Stranded on a ledge of rocks just inside of the Coquille River bar, ¼ mile SW. of station. Surfmen ran two 8-inch lines from the steamer to the S. jetty and made them fast; then, by heaving in on the lines and working her propeller at the same time, she managed to release herself and proceeded to Bandon without apparent injury.
Aug. 1	Skiff, no name	Shark River, New Jersey.	At 12.30 p. m. the lookout saw a skiff capsize about 1 mile N. of station and at once notified the keeper. The life-savers launched the surfboat and pulled to the

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1901. Nov. 3	Am. slp. Jackson Kaehler.	Erie, Pennsylvania, Lake Erie.	This sloop, containing five persons, grounded about 500 yards from shore, ¾ of a mile from station. Surfmen hauled her afloat and into deep water, then landed her company and later secured vessel for the night.
Nov. 3	Am. sc. D. K. Clint.	Sturgeon Bay Canal, Wisconsin, Lake Michigan.	The steamer towing this vessel entered the canal owing to stress of weather, and the schooner took bottom abreast of station, blocking the channel. The keeper stationed a surfman at the pierheads to warn approaching craft and then sent for tugs to haul schooner afloat. After several hours' hard work the tugs, assisted by surfmen, succeeded in releasing vessel.
Nov. 4	Dory, no name.....	Brant Rock, Massachusetts.	During the mid watch the N. patrol found a fisherman's dory lying in a dangerous position and hauled it up above high-water mark.
Nov. 4	Br. sc. Atrato.....	Monomoy, Massachusetts.	Stranded on S. side of Handkerchief Shoals, 5 miles SW. from station. The master burned a distress signal and was promptly answered by the patrol. Station crew boarded in the surfboat and, after throwing overboard part of the deck load, made sail and forced schooner into deep water, when she proceeded to Vineyard Haven, and the surfmen returned to station.
Nov. 4	Rowboat, no name..	Quonochontaug, Rhode Island.	Two fishermen were unable to keep their boat from drifting offshore before a strong wind and tide. Station crew pulled to their aid in surfboat and towed them to a safe position inside the buoy.
Nov. 5	Am. str. J. W. Westcott.	Grand Marais, Michigan, Lake Superior.	While towing a raft of logs this steamer sprung her shaft and became disabled ¼ mile SE. from station. The life-savers promptly responded to her signals for assistance with the surfboat, took a towline, and, aided by a small gasoline launch, towed the disabled craft to a dock, where she made fast for repairs.
Nov. 5	Skiff, no name.....	Duluth, Minnesota, Lake Superior.	A woman rowing a small boat in the lake broke an oar and was sighted by the lookout, 2½ miles from station, making vain efforts to reach the shore. Surfmen pulled to her aid, took the boat in tow, and landed the woman at station.
Nov. 6	Fish boat, no name.	Monmouth Beach, New Jersey.	Eight fisherman in their boat, who were caught out in a rough sea, attempted a landing through a high surf, the life-savers and several fishermen standing by on the beach to assist them. After entering the breakers the boat pitch-poled, throwing the men into the dangerous surf. The life-savers and others, with great difficulty, succeeded in saving all of the imperiled men, three of whom were completely exhausted. The keeper administered necessary stimulants and restoratives to them.
Nov. 6	Fish boat John Hennessey.	.....do.....	In attempting to land through the surf, this boat, containing seven men, capsized in the breakers. Five of the men were rescued, but two, Louis Larsen and John Wilson, were carried out by the undertow and drowned. (For detailed account see caption "Loss of life.")
Nov. 6	Am. str. J. V. Taylor	Grand Haven, Michigan, Lake Michigan.	This vessel caught fire while lying at a wharf ¾ of a mile from the station. The station crew placed the force pump in the surfboat, pulled to the scene, and helped the city fire department to extinguish the flames. The following day the fire broke out afresh and, in spite of the united efforts of the life-saving crew and the city fire department, the steamer burned to the water's edge.
Nov. 6	St. lch. Eagle	Point Adams, Oregon	This launch disabled her rudder in attempting to board an outward-bound vessel, and set signal of distress. The

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1901. Nov. 6	St. lch. Eagle	Point Adams, Oregon	life-saving crew promptly pulled to her aid and, by towing the surfboat with a drogue astern, managed to steer the disabled craft into Astoria Harbor for repairs.
Nov. 7	Br. sc. John S. Parker.	Orleans, Massachusetts...	This vessel, bound from New York to St. Johns, New Brunswick, with lumber, struck the outer bar 2 miles S. from Nauset Inlet at 2.30 a. m., the accident being due to an error in reckoning. Distress signals were made and were immediately answered by the patrol, who notified keeper, and the life-savers at once took the beach apparatus to the scene of disaster. Meantime the vessel pounded over the outer bar, and stranded upon the inner bar about 250 yards from shore. The keeper fired two lines to the wreck, the second shot proving successful, set up gear, and safely landed the crew of six men in the breeches buoy. Owing to the working of the ship much difficulty was experienced in keeping the hawser taut, and to facilitate the work the keeper harnessed a horse to the whip line to assist in hauling aboard and ashore. The shipwrecked crew were taken to station and provided with dry clothing from the stores of the Women's National Relief Association, and with food and shelter for several days, and then sent to Boston. On the 13th instant, while wreckers were at work on the schooner, a rough sea arose, and in response to a signal for help surfmen pulled alongside in surfboat and took off the wreckers, eight men, and landed them on the beach. The vessel proved a total loss.
Nov. 7	Sharpie, no name...	Oswego, New York, Lake Ontario.	Adrift in the lake 1 mile E. from station. Surfmen pulled out in dingey, recovered the boat, towed it ashore, and returned it to owner.
Nov. 7	Lighter No. 6.....	Cleveland, Ohio, Lake Erie.	While in tow of tug Pinola, this lighter broke adrift and went ashore ¾ of a mile SW. from station. Surfmen pulled to the scene and ran a line from tug to lighter, when the tug hauled the stranded vessel afloat and towed her into the river.
Nov. 7	Lighter, no name ..	Marquette, Michigan, Lake Superior.	Parted moorings to dock during a NW. gale, there being no one aboard, and drifted into the lake. The station lookout sighted the lighter and gave the alarm, when the surfmen put out in the lifeboat and towed her back to her berth at the dock.
Nov. 7	Am. sc. R. Kanters..	Plum Island, Wisconsin, Lake Michigan.	This schooner anchored near the station during a heavy NNW. gale and hoisted a signal for assistance. Surfmen boarded her and aided to trim the deck-load of lumber, which had shifted during the gale. At the master's request they boarded again later in the day, and assisted to get vessel under way, when she proceeded to her destination.
Nov. 7	Am. sc. G. J. Boyce..	.....do.....	Hoisted signal for assistance while anchored near station. Surfmen boarded and master requested their help to get his vessel under way. Station crew helped to heave up anchors and make sail, when the schooner proceeded on her voyage.
Nov. 8	Am. sc. Lizzie Griffin.	Race Point, Massachusetts.	Stranded ¼ mile NE. from station at 1 a. m., wind moderate, weather clear. Surfmen boarded vessel and ran an anchor, then went ashore at master's request and sent message for a tug. On the rising tide the schooner floated unaided.
Nov. 8	Am. sc. R. S. Graham.	Gay Head, Massachusetts.	Stranded on inner edge of Middle Ground Shoal 10 miles NE. by E. from station through a mistake in lights. Surfmen pulled to vessel through a heavy sea, and

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1902. Apr. 26	Am. sc. Ida Keith ..	Ottawa Point, Michigan, Lake Huron.	Stranded at 7.15 a. m., high westerly wind, moderate sea. She had originally anchored off Point Lookout, but parted both anchor chains, and the crew then made sail and ran her into Tawas Bay, where she stranded. The surfboat boarded immediately, but as nothing could be done to relieve the stranded ship, the keeper pulled back to station and reported accident to owners by wire. On the 27th the life-savers took soundings, and anchored a buoy in 12 feet of water 150 yards from schooner. At 4 p. m. steamer Homer Warren arrived. The station crew launched surfboat, piloted steamer to a safe position, and ran a towing hawser. At 5.30 p. m. the steamer succeeded in hauling the stranded vessel afloat, she having sustained but little damage.
Apr. 26	Am. sc. Mary N. Bourke.	Marquette, Michigan, Lake Superior.	This vessel was trying to make port in tow of a steamer during a heavy NE. gale and thick snowstorm, when the towing hawser parted. A powerful tug failed in an attempt to take her in tow, and she then endeavored to anchor, but dragged ashore, broadside on, near a steep and rocky shore at the mouth of Carp River, 2 miles S. by W. from station. The keeper received notice of the disaster by telephone at 4.25 a. m., and immediately started to the rescue in the surfboat. A wild sea was breaking across the bar, but by careful management and the use of a drogue, the life-savers weathered it, rounded to under the lee of the wreck, took off the crew, consisting of seven men and one woman, and landed them safely on the beach. The shipwrecked people found shelter in a house near by. The schooner was floated by a wrecking company several days later and the cargo (lumber) was saved, the total damage and salvage amounting to about $8,000.
Apr. 26	Am. sc. Lake Forest.	Frankfort, Michigan, Lake Michigan.	This vessel was sighted by the lookout at 4.20 p. m., 4 miles to northward of station, flying a signal of distress. The station crew at once pulled to her and followed her into port, when they learned that she had sprung aleak and her crew had become exhausted in their efforts to keep her afloat. She was loaded with cedar logs, and had 4 feet of water in her hold. The life-savers manned the pumps and freed the schooner from water, and after making arrangements to assist further if the master should signal, returned to the station.
Apr. 26	Am. sc. Swan	Holland, Michigan, Lake Michigan.	On account of high winds and seas this schooner was pounding dangerously against the pier to which her lines were made fast. At 5.30 a. m. the life-savers went to her aid. They ran lines, using station skiff, and hauled vessel to a safe berth.
Apr. 27	Am. slp. Anemone ..	Point Allerton, Massachusetts.	This sloop parted her moorings at 1.30 a. m., during a fresh SW. wind, and stranded on rocks ¾ mile E. from station. The life-savers boarded her at 2 a. m., ran an anchor, hove vessel afloat, and towed her to a safe anchorage. There was no one on board when the accident occurred.
Apr. 27	Skiff, no name.....	Louisville, Kentucky	At 3.15 p. m. the lookout reported two boys in a skiff unable to manage their boat and in imminent danger of being carried over the falls. The life-savers manned the surfboat, pulled to the rescue, and safely landed the boys on shore.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1902. Apr. 27	Skiff, no name.....	Thunder Bay Island, Michigan, Lake Michigan.	Sunk at 4 p. m. of the 26th off North Point, 4 miles WSW. from station. Keeper received notice by telephone on the morning of the 27th and at once pulled to the place in surfboat. Surfmen bailed out and repaired skiff, then took it to station.
Apr. 28	Am. sc. L. O. Muir..	Smith Island, Virginia ...	Through an error in navigation, this vessel stranded at 4 p. m. on shoals 4 miles SW. from station. She was a small craft loaded with oyster shells, and carried a crew of two. The station crew boarded soon after the accident, threw overboard a portion of the cargo, ran an anchor, hove vessel off at high water, and anchored her in the harbor. On the following morning they went on board and assisted to pump out water and repair leaks.
Apr. 28	Fish boat, no name.	Cape Disappointment, Washington.	At about 10 a. m., owing to strong wind and tide, this boat, manned by only two men, was swept into the breakers on Peacock Spit. The surfboat immediately pulled to their aid, and rescued men and boat from the perilous situation.
Apr. 29	Small boat, no name	Sullivans Island, South Carolina.	Lookout sighted a small boat adrift offshore, and surfmen towed it to station. On May 11 the owner came and took charge of his property.
Apr. 29	Am. str. J. T. Hulbert.	Two Heart River and Crisps, Michigan, Lake Superior.	Stranded at 11.30 p. m., during thick weather, about 3 miles ENE. from Two Heart River and 5 miles W. from Crisps station. Patrols from both stations immediately discovered the disaster and reported to keepers, and boats were at once manned and started. The boat from the former station soon got alongside, but the Crisps station crew were forced to pull against a strong wind and high sea, and reached the scene only after an all-night struggle. As operations for releasing the distressed craft from her perilous situation would be of no avail until more aid should arrive, the life-savers returned to their regular duties the morning of the 30th. Later tugs arrived on the scene, and the crews of both stations rendered assistance by running lines, taking soundings, and bearing messages till the ship was floated on May 2, at 4.30 p. m. Neither vessel nor cargo suffered any damage.
Apr. 29	Am. str. Annie D...	Plum Island, Wisconsin, Lake Michigan.	Stranded during a fog on Washington Island, 2 miles N. from station. At 5 p. m. the steamer sounded a signal of distress, to which the station boat and fishing tug Elsie M. promptly responded. The life-savers ran a hawser from the stranded craft to the Elsie M. and lightened her by taking crew into station boat. The Elsie M. then hauled her afloat without damage.
Apr. 30	Am. sc. Virginia....	Bonds, New Jersey	Stranded by accident at 12.30 p. m. on Goose Neck Bar. The station crew pulled immediately to the schooner, and finding on arrival that her crew had already run an anchor, they helped to heave vessel afloat and make sail, then piloted her through the most difficult part of the channel.
May 1	Am. sc. Frank W. McCullough.	Fire Island, New York....	Hove to off the inlet and set signal for a pilot. Keeper rowed out to her and piloted her into the harbor.
May 1	Am. sc. Mary E. Seaman.	Short Beach, New York..	Stranded on the bar at 11.30 a. m., while attempting to enter Jones Inlet, and filled with water. Life-saving crew pulled out to her in the surfboat and took off the one man who had been left on board and landed him at the station. They stripped her of her sails and rigging and put them aboard of a schooner which was lying at anchor in the harbor. She proved a total loss.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1902. May 25	Am. sc. Frank A. Palmer.	Muskeget, Massachusetts.	was ashore near by. Her crew had abandoned her and landed on Marthas Vineyard. The life-savers hove up the Palmer's anchor, and the Petrel attempted to tow her off the shoal, but after parting the hawser, had to desist on account of the rough sea. The surfmen then made sail on her and forced her off the shoal and into the channel, where they anchored her in 5½ fathoms of water, remaining on board for the night, while her master went to Edgartown on the Petrel to communicate with her agent. Upon the master's return the next day they went back to the station. The Palmer was lightered of a portion of her cargo and subsequently towed to sea by two tugboats. The other schooner, which proved to be the Arthur Seitz, was lightered of her cargo and stripped of sails and rigging. She will probably become a total loss.
May 25	Yawl boat, no name.	Brazos, Texas	The bar pilot and his assistant could not land in their boat on account of the dangerous surf. They were taken into the surfboat and the yawl towed astern. The men landed safely but the yawl was capsized by the breakers. The station crew succeeded in hauling it up on the beach and bailed the water out.
May 25	Am. sc. J. Duvall...	Sand Beach, Michigan, Lake Huron.	Approached the wharf with too much headway and ran into the mud. Her crew were unable to release her. Surfmen procured tackles and pulled her afloat.
May 25	Am. str. Frontenac.	White River, Michigan, Lake Michigan.	Surfmen conned her up White Lake and into the harbor during a thick fog.
May 25	Rowboat, no name.	Chicago, Illinois, Lake Michigan.	The two men in this boat were unable to reach the shore owing to the strong wind and high sea. Surfmen took them into the surfboat and towed their boat safely to the land, a distance of 2½ miles.
May 25	Gas. lch., no name..	Racine, Wisconsin, Lake Michigan.	Drifting out into the lake with 27 people on board, her machinery disabled and fuel exhausted. Station crew towed her against a strong wind and choppy sea into the harbor, whence she was towed up the river by another launch.
May 25	Skiff, no name.....	Milwaukee, Wisconsin, Lake Michigan.	Capsized at 12.40 p. m., 1 mile E. of station, throwing the crew of two men into the water. Life-savers rescued them and took them into the surfboat. Then they towed the skiff to the station and bailed it out.
May 26	Am. sc. L. B. Forester.	Grand Haven, Michigan, Lake Michigan.	Station crew tracked her up the pier away from the heavy sea which was pounding against her. She had been previously assisted to leave White River Harbor, on this day, by the life-saving crew at that place.
May 26	Fish boat, no name.	Baileys Harbor, Wisconsin, Lake Michigan.	Surfman on lookout sighted this boat flying a distress signal 4 miles WSW. of station. Her sails were blown away and the three men on her were adrift in the lake without means of propelling her back to land. Surfmen towed her safely to the shore.
May 27	Scow, no name.....	Buffalo, New York, Lake Erie.	Was run down and capsized by a tugboat. The occupant was thrown into the water by the shock of the collision, but was rescued by the crew of the tugboat. Station crew picked up the scow, righted it, and towed it to the Government slip.
May 27	Br. sc. Vienna.....	Thunder Bay Island, Michigan, Lake Huron.	Stranded on North Point 4 miles WSW. of station at 5 a. m. during a northerly gale, with rain squalls and heavy sea. Station lookout sighted the signal which she displayed for a tugboat. Surfmen pulled to her in the lifeboat and carried the master to the station, where he telephoned to Alpena for a tug to come to

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1902. May 27	Br. sc. Vienna.....	Thunder Bay Island, Michigan, Lake Huron.	her assistance. Then they returned to the wreck and ran lines for the tug which pulled her off the rocks.
May 27	Fish boat, no name.	Cape Disappointment, Washington.	Capsized in breakers on Peacock Spit at 12.45 p. m., during a fresh southerly gale with thick, rainy weather and high surf. One man lost. (For detailed account see caption "Loss of life.")
May 28	St. yt. Helicia	City Point, Massachusetts.	Blew out a boiler tube while cruising in the bay. Station launch Relief towed her to her moorings in Pleasure Bay.
May 28	Sailboat, no name..	.....do	While returning from the steam yacht Helicia, the surfmen aboard the launch Relief espied this boat with one man in her driving before the wind. Her main boom had carried away and the man's efforts to unship the mast threatened to capsize the boat. The Relief picked up the boat and towed it and the man to the Boston Yacht Club.
May 28	Am. str. Mary Patten.	Spermaceti Cove, New Jersey.	While coming down the Shrewsbury River at 3.45 p. m., she struck a sunken barge and unshipped her shaft. Her master ran out an anchor in a small boat and was waiting for aid to arrive. Station crew weighed her anchor with the surfboat and delivered it on board, as she had no boat large enough to break it out of the mud. She was towed to New York at 8.30 p. m.
May 29	Slp. yt. Mina.....	City Point, Massachusetts.	Parted her moorings in Pleasure Bay at 7.20 a. m., and drifted with the wind and tide, no one being on board. Station crew went to her in launch Relief, and towed her to a mooring off the public landing, where she was made secure.
May 29	Am. sc. John Russell.	Fire Island, New York....	In answer to a signal for a pilot, keeper went out to her in a sailboat and conned her into the inlet.
May 29	Am. sc. Anna F. Mores.	Holland, Michigan, Lake Michigan.	Ran on a sand bar at 2 a. m., while beating out of the harbor. North patrolman pulled out to her in station skiff, ran out a kedge anchor and, after she had been pulled afloat, piloted her into the channel.
May 30	Am. sc. Menawa	White Head, Maine	At 11 p. m., near low water, stranded on Crescent Island, 6 miles E. of station. Her crew left her at once, in their own boats, and lay by until she floated and drifted clear of the rocks, when they returned on board and anchored her in an insecure place near a group of sunken ledges. The mishap was reported to the keeper by telephone on the next morning. Life-saving crew pulled to her in the surfboat and found that she was leaking badly and that her rudder was carried away. They manned the pumps to free her from water, and later hove up her anchors and ran lines for a tugboat which came out and towed her to Rockland.
May 30	Am. sc. James Balser.	Gap Cove, Massachusetts .	At 6.30 a. m. was struck by a squall which carried away a portion of her quarter rail and stern, and caused her master to anchor in dangerous proximity to Sandy Bay Breakwater. Surfmen launched the dory and went to her aid. They cleared up the wreckage, and then sailed her to a snug berth in Rockport Harbor.
May 30	Lch. Nellie Louise..	.....do	Machinery became disabled and she drifted toward the rocks on Gap Head. Her anchor was let go but dragged some distance, so that she swung just clear of the rocks when she brought up. She was in an extremely precarious position, with a choppy sea on. The crew from the station took her in tow with the surfboat, weighed anchor, and towed her to a safe anchorage in Gap Cove.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1902.			
June 2	St. yt. Thistle	Milwaukee, Wisconsin, Lake Michigan.	Dragging anchors in a heavy squall. The life-saving crew went to her aid in surfboat and the tug J. H. Meyer arrived at the same time. Surfmen passed a towline to the tug, then got yacht under way, when the tug towed her to a shipyard for repairs, she having suffered some damage during the blow.
June 2	Sc. yt. Alice	Sturgeon Bay Canal, Wisconsin, Lake Michigan.	Anchored in dangerous proximity to ripraps and no sea room to get under way. Surfmen procured an anchor and running line, warped vessel clear of danger, and worked her to a safe berth in the canal.
June 3	Am. sc. Elsie M. Harris.	Green Run Inlet, Maryland.	Stranded at 3 a. m. 1 mile NNE. from station during a fog. Keeper discovered wreck at 4 a. m., and, there being no crew employed during the inactive season, telephoned keeper of Popes Island station, who promptly responded, and both men proceeded to the place of disaster, boarding vessel in a dory. They assisted the crew of twelve men to land with their effects, and sent message for a tug. On the following day Keeper Powell carried seven of the shipwrecked men to Ocean City to enable them to reach their homes. (See letter of acknowledgment.)
June 3	Am. sc. Jessie Martin.	Ludington, Michigan, Lake Michigan.	Unable to stem current in endeavor to get into harbor. Surfmen manned skiff, ran a line and warped vessel to a secure berth at pier.
June 3	Am. strs. Julia C. Hammel and Ralph Cooper.	Two Rivers, Wisconsin, Lake Michigan.	The Julia C. Hammel parted moorings and was drifting to sea before a fresh wind with no one on board, the night very dark and stormy. At 1.50 a. m. the station lookout sighted her by the flashes of lightning, and gave the alarm. Surfmen launched surfboat, pulled to vessel, towed her to a pier, ran lines, hauled her to her berth, made her fast with her anchor chains, and sent notice of casualty to owner. After securing this steamer the station crew found the steamer Ralph Cooper in a dangerous position in a jam of logs. They ran her anchor chains to the wharf and made them well fast, then sent notice to owner, who succeeded in releasing her without injury on the following day.
June 3	Government lch., no name.	Sturgeon Bay Canal, Wisconsin, Lake Michigan.	Upon request of officer in charge the keeper sent four surfmen to assist in hauling out launch for repairs. The men rendered four hours' service.
June 5	Small boat, no name	Hunniwells Beach, Maine	While coming in from outside in a launch with another man, the keeper found four intoxicated men drifting to sea in a small boat. They took the boat in tow of launch and towed her to a safe place.
June 5	Am. str. Clara Carita.	Point Allerton, Massachusetts.	At 2 p. m. the keeper discovered a towboat ashore 1¼ miles NE. from station. He went to her in a small sailboat (inactive season), and, at master's request, returned to station and telephoned owners of the casualty. They at once sent two tugs, which hauled the stranded vessel afloat at 6.30 p. m., she having suffered a small amount of damage.
June 5	Am. str. Delaware ..	Milwaukee, Wisconsin, Lake Michigan.	Stranded at 12.40 p. m., 6 miles N. from station, during foggy weather. Surfmen manned surfboat, and proceeded to the place in tow of tug Meyer. A portion of the stranded ship's cargo was transferred to a lighter, when the tug succeeded in releasing her, surfmen assisting by handling and running lines and taking soundings. The steamer proceeded to her destination, having sustained no injury.
June 5	Fish boat, no name.	Cape Disappointment, Washington.	At 6 p. m. the lookout discovered two fishermen in a boat in the breakers on Peacock Spit, ⅗ of a mile SSW. from station. Station crew immediately pulled to their aid in surfboat, and found the fishermen much excited and the boat nearly swamped. They rescued the imperiled men, and took the boat clear of danger.
June 6	Am. sc. Viking.....	Burnt Island, Maine.....	The Viking was bound up St. George River, but ran aground on Hart Island Bar at 3 p. m., the master being unfamiliar with the channel. Keeper Elwell was returning to his station from Port Clyde, when he discovered the stranded vessel and boarded her. He remained on board until she floated on the rising tide, then, at the master's request, took charge and piloted her to a safe anchorage in Port Clyde Harbor.
June 6	Racing shell.....	Duluth, Minnesota, Lake Superior.	Capsized in lake, throwing occupant into the water. The surfboat at once put out to the rescue, but another boat had taken the man out of the water on the arrival of the life-savers. They righted and bailed out the capsized boat, then returned to station.
June 6	Am. str. Frontenac.	White River, Michigan, Lake Michigan.	Endeavoring to get to sea in thick fog. The keeper directed vessel by megaphone, thus enabling her to keep clear of dangers till she got outside the harbor and could lay her course.
June 6	Small boat, no name	Old Chicago, Illinois, Lake Michigan.	Surfman on watch picked up a boat adrift and took it to station. The owner came for his property the next day.
June 7	Racing tender, no name.	City Point, Massachusetts.	This boat capsized in a heavy squall ¼ mile N. from station and threw the man in charge overboard. Surfmen went to the rescue in steam launch Relief, took the man to the station, rubbed him down, and gave him dry clothing from the stores of the Women's National Relief Association. They then righted the boat and towed it to station.
June 7	Slp. yt. Wanenock..	.....do	Lost her rudder and made signal for aid. Station crew in launch Relief towed her to her moorings and landed the crew at the Columbia Yacht Club.
June 7	Sc. yt. Bobs.....	.....do	Stranded on Sculpin Ledge, 2¼ miles SE. from station. Surfmen made two trips to her assistance in launch Relief, and on second trip, at 8.05 p. m., got vessel afloat and towed her to a safe anchorage.
June 7	Sc. yt. Celeste	Assateague Beach, Virginia.	Stranded during the night 2 miles S. from station. Keeper discovered her at 5 a. m. and, having no crew (inactive season), boarded her by himself in supply boat. He found her pounding on a lee shore and in a very precarious situation. An attempt to run an anchor in the small boats at hand proved futile, and he returned ashore, mustered a volunteer crew, launched surfboat and returned to the stranded schooner. Ran an anchor, and at 7.30 p. m. got vessel afloat and made sail. At 8.30 anchored her in a secure place. (See letter of acknowledgment.)
June 7	Am. str. George G. Hadley.	Duluth, Minnesota, Lake Superior.	Collided with steamer Thomas Wilson about 10.27 a. m., 1 mile outside of harbor. The life-savers reached the scene at 10.40. Meantime the Wilson went down three minutes after the collision, carrying nine of her crew. The remainder were taken on board the Hadley and the tug A. L. Smith. The Hadley was then beached near the harbor piers to keep from sinking. (For detailed account, see caption "Loss of life.")
June 7	Am. sc. City of Milwaukee.	Holland, Michigan, Lake Michigan.	Searching for harbor entrance in a thick fog. Keeper stood on pierhead and directed vessel into harbor by megaphone.
June 7	Fish boat, no name.	Point Adams, Oregon.....	While on patrol in surfboat station crew sighted a fishing boat, with two men

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1902. June 7	Fish boat, no name.	Point Adams, Oregon	trying to make sail, dangerously near the breakers on Clatsop Reef. The boat finally drifted into the breakers and capsized end over end, leaving the men in the water struggling for their lives. Surfmen at once pulled in and rescued the men, then righted the capsized craft, and recovered the fishing gear and boat appurtenances that had gone adrift. Further assistance was offered the rescued men, but they preferred going to their homes, and the life-savers returned to the station.
June 8	Small boat no name.	Nahant, Massachusetts...	Keeper received information by telephone that a small boat containing four men lay off Spindle Rock making signal of distress. There being no crew, he employed two boatmen, manned station dory, and pulled to the place indicated. The life-savers found the distressed craft at anchor in a choppy sea, partly filled with water, and the occupants exhausted with their efforts to reach shore and badly frightened. They rescued the imperiled men and carried them ashore, leaving the boat, which was later picked up and towed in by the surfboat of the Massachusetts Humane Society.
June 8	Slp. yt. Tulip	City Point, Massachusetts.	While at anchor, fishing, at 2 p. m. the Tulip parted her cable in a heavy squall, and was drifting rapidly toward the wall at City Point Pier. In response to her signals for help, surfmen went to her aid in steam launch Relief, got a line to sloop just in time to save her from striking, and towed her to safe offing, when she made sail and stood on a clear course.
June 8	Slp. yt. Helen.....	.....do	Anchored at 6.10 p. m. 1 mile ENE. from station in a heavy northwester, signaling for assistance. Surfmen went to her in steam launch Relief and towed her to a smooth anchorage near the beach.
June 8	Slp. yt. Venture	.....do	Missed stays and stranded during a heavy northwester 1¼ miles SE. by S. from station. Surfmen went to her in steam launch Relief, ran a line, hauled her afloat, and towed her to moorings off Mosquito Yacht Club float.
June 8	Yts. Coquette and Wapita.	.....do	Arrived at about 9.30 p. m. off Boston Yacht Club floats with parties on board. The weather was rough and the ladies of the parties were much alarmed. The life-savers went to their assistance in steam launch Relief and landed twelve people in safety.
June 8	Slp. yt. Bohemian ..	.....do	Carried away jibs and split mainsail during a fresh squall, and set signal for assistance. Station launch Relief went to her aid and towed her to float off the South Boston Yacht Club, where her passengers were landed.
June 8	Catboat, no name ..	Point Allerton, Massachusetts.	At 6 p. m., during a fresh NW. squall, keeper discovered a large sailboat drifting helplessly down the channel. Procuring the assistance of another man, he started to the rescue in a sailboat. The life-savers found that the helpless craft had a party of five men and three women on board, and no one among them able to handle a boat. She had lost her best anchor and was at the mercy of the elements. The keeper landed the party at the station, where they remained over night, and secured the boat in a safe place.
June 8	Br. sc. Annie Laura.	Monomoy, Massachusetts.	Stranded at 1 p. m., in a thick fog, on Shovelful Shoal, 3½ miles SW. from station. The Monomoy wreckers at once boarded and took charge. At 4 a. m. of the 9th Keeper Ellis went to Monomoy Point, and found vessel resting easily

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1902. June 8	Br. Sc. Annie Laura.	Monomoy, Massachusetts.	and his services not required. The wind and sea increasing, he went again at 1.30 p. m. and found that the wreckers had landed, leaving the crew on board the schooner. The crew had become alarmed by the state of the weather, and set a flag in the rigging for help. Keeper at once endeavored to muster a volunteer crew (inactive season), but owing to the rough sea prevailing was unable to do so. Later the wreckers decided to board in their boat and the keeper accompanied them and assisted to land the crew of four men in safety. The schooner proved a total loss with the exception of her anchors, sails, and rigging.
June 8	Smallboat, noname.	Spermaceti Cove, New Jersey.	At about 5.30 p. m., during a fresh northwester, keeper went out in a skiff and picked up two small boats, that had evidently gone adrift from yachts, and took them ashore, later reporting them to the Maritime News.
June 8	Slp. Marion.....	.....do	Four young men on a pleasure trip in this sloop got under way just at night, during a strong northwester and started for New York. The sloop missed stays and fouled the dyke at the mouth of Shrewsbury River, where she lay in a perilous position, pounding heavily in the rough sea. The keeper manned his skiff with his two sons, pulled to the vessel, ran anchors and helped warp her clear, then piloted her back to an anchorage in the cove.
June 8	Slp. United States..	Seabright, New Jersey....	Sprung aleak during a NW. gale, and at 5 p. m. anchored 1½ miles NE. from station and displayed signals of distress. It being the inactive season, Acting Keeper Layton employed a temporary crew, manned surfboat, pulled to the distressed craft, and safely landed her party of seventeen people. Sixteen of them proceeded to New York by rail, while the master remained over night at the station. The next morning the keeper, two surfmen, and the master boarded the vessel, pumped her out, got her under way, and one surfman remained on board and helped the master take his vessel into port.
June 8	Nph. lch. Guest....	Point, Marblehead, Ohio, Lake Erie.	Parted moorings and stranded at 2 a. m. during a fresh northerly wind with a moderate sea. She was at once discovered by the patrol, and station crew proceeded to the spot with buckets and a tackle. They bailed out the launch, then rigged tackle, hauled her afloat, and moored her to a nearby dock, she having sustained only slight injury.
June 8	Rowboat No. 42.....	Saint Joseph, Michigan, Lake Michigan.	Three men pulling up the river in a small boat endeavored to change seats and capsized. The lookout immediately sounded the alarm and surfmen manned surfboat. Meantime the imperiled men were rescued by persons on a wharf close at hand. The station crew secured the drifting boat and returned it to the owner.
June 8	Gas. lch. Neptune ..	Chicago, Illinois, Lake Michigan.	Disabled by broken machinery in the lake 1 mile SE. from station. Surfmen pulled to her in Whitehall boat and towed her to a safe place in harbor.
June 8	Am. str. Miami.....	Two Rivers, Michigan, Lake Michigan.	At 6 a. m., in response to a signal, surfmen pulled to this vessel, lying outside, and gave master information regarding soundings in channel, thus enabling him to enter harbor in safety.
June 9	Gas. yt. Greta.....	Sand Beach, Michigan, Lake Huron.	Engine disabled at 7.20 p. m., 6 miles NW. from station, ¾ mile from shore. Lookout sighted vessel, and, as she appeared to be unmanageable, station crew pulled

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1902. June 19	Am. sc. Eureka	Southside, California.....	Stranded in a fog at 8 p. m., 5 miles S. by E. from station. The keeper learned of the disaster at 10.30 p. m., and station crew loaded surfboat on a wagon and started for the place. They found the schooner on rocky bottom pounding heavily and filling with water. Part of the crew had landed on the beach and the rest were in their boat trying to get aboard the vessel to save their clothing. Launching the surfboat, the life-savers assisted in saving the effects of the crew, and what they could of the vessel's outfits—chronometer, compasses, etc. When nothing further could be done, the crew returned to station. The Eureka proved a complete wreck.
June 20	Am. sc. H. S. Bryant.	Damariscove Island, Maine.	Stranded on The Hypocrites, 3½ miles from station, at 2.30 p. m. Keeper discovered her at once, and, mustering a volunteer crew (inactive season), launched surfboat and pulled to her aid. The life-savers ran anchors, and on the rising tide hove vessel afloat. She leaked a little but not seriously. After testing the pumps, surfmen returned to station, and the schooner proceeded to her destination, Rockland, Maine.
June 20	Slp. Whisper	City Point, Massachusetts.	Became unshackled from moorings and went adrift in the bay. Surfmen went to her in steam launch, towed her to the Mosquito Yacht Club float, and moored her securely.
June 20	Gas. lch., no name.	Mosquito Lagoon, Florida.	Engine disabled. At the request of two men in charge, the keeper assisted to repair engine, and supplied the crew with oil, their stock having become exhausted.
June 20	Flat boat, no name.	Louisville, Kentucky	At 12.55 p. m. keeper received information that a small flat boat with two men on board was in a perilous position in the Indiana chute of the falls. Life-savers instantly manned the river boat, pulled to the imperiled craft, and towed her safely around the falls.
June 20	Fish boat, no name.	Point Adams, Oregon	This boat lay at anchor inside Clatsop Spit, in a choppy sea, waiting to lay out nets, when her cable parted and she stranded before the two fishermen in charge could make sail. Surfmen pulled to her aid in lifeboat and ran out an anchor, by which the fishermen hauled the boat afloat and to a safe position.
June 21	Am. str. Ida M. Chase	City Point, Massachusetts.	Picked up a buoy, with line and chain attached, in propeller, and lay disabled 1½ miles from station. In response to her signals for assistance the life-savers pulled to her in surfboat and ran a line from disabled craft to shore. The steamer was then hauled on the flats, where her wheel was cleared on the falling tide, and she floated uninjured at 9.30 p. m.
June 21	Small sc. L'Aiglon..	.....do	Stranded at 3.15 p. m. on Thompson's Island, during a strong easterly wind. Station crew went to her aid in surfboat, ran an anchor and assisted crew to work their vessel afloat.
June 21	Slp., no name.....	Charlotte, New York, Lake Ontario.	Capsized about ¼ mile offshore in a stiff breeze, throwing the occupant, a man, into the water. The life-savers pulled promptly out, but another boat rescued the man before their arrival. The surfmen righted the capsized boat and towed it to the station, later delivering it to owner.
June 21	St. yt. Arrow	Erie, Pennsylvania, Lake Erie.	At 12.30 a. m. the lookout reported a light and cries for assistance out in the lake. Station crew promptly launched surfboat and pulled to the eastward about ¼ mile, when they found this yacht, disabled by a break in her machinery, and

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1902. June 21	St. yt. Arrow.....	Erie, Pennsylvania, Lake Erie.	drifting on a lee shore, with a party of eight people. They took the disabled craft in tow of the surfboat and anchored her in a safe place in Erie Harbor, then landed the party at a wharf convenient for them to reach their homes.
June 21	Nph. lch., no name.	Cleveland, Ohio, Lake Erie.	At 6.50 p. m., during a fresh northwester, the lookout reported a small launch drifting ashore near the end of west pier. Part of the crew pulled to the place in the dingey, while the rest ran along the pier. They found the launch, with three men on board, partly filled with water and pounding heavily on the rocks and logs. The life-savers assisted the men ashore, then ran a line and hauled the launch to a secure place.
June 21	Am. sc. Swan.....	Beaver Island, Michigan, Lake Michigan.	At 3.20 p. m. keeper learned that a small schooner lay ashore at Grand Island, 7 miles distant, flying her ensign union down. He employed a tug and, taking the Whitehall boat in tow, proceeded to the place. The tug ran a line to the distressed craft, but in maneuvering fouled it in her propeller. On the following morning, having cleared the propeller, she made another effort, and hauled the schooner afloat and towed her to Beaver Harbor.
June 21	Pile driver, no name.	North Manitou Island, Michigan, Lake Michigan.	Dragging anchor from a position near station and drifting into the lake before a strong NW. wind. Surfmen pulled to the helpless craft with an anchor and long line, and kedged her to the beach 2 miles S. from station, and keeper notified owners of her position.
June 21	Scow, no name.....	Saint Joseph, Michigan, Lake Michigan.	The tug Irene lay outside with two scows in tow, and desired to drop one scow that the tug Andy might take it into port. It was impossible for the tugs to board the scow in the rough sea running, and, upon request, surfmen went out in surfboat, boarded scow, and cast off hawser from tug Irene, then ran hawser to tug Andy, which took scow into harbor.
June 21	Light-house skiff, no name.	Milwaukee, Wisconsin, Lake Michigan.	Parted painter and went adrift. Surfmen recovered boat in dingey, and returned it to light keeper.
June 22	Gas lch. Toto	City Point, Massachusetts.	Disabled her machinery off the station while out cruising with a pleasure party on board. Surfmen took her passengers into the launch Relief and towed her to the Boston Yacht Club, where the party were landed.
June 22	Tender, no name...	.....do	Capsized ¼ mile from station, throwing crew of three men overboard. The men were rescued by a boat near at hand and surfmen took them to station and provided them with dry clothing from the stores of the Women's National Relief Association, then towed their boat to yacht-club landing.
June 22	Slp. yt. Swan.....	Milwaukee, Wisconsin, Lake Michigan.	Capsized 1½ miles from station, with four people on board. Surfmen repaired promptly to the scene of accident in surfboat, but the imperiled people were picked up by a yacht immediately. Station crew landed them and then towed the capsized craft to the landing and secured it.
June 22	Slp. yt. Hypatia	.....do	Fouled anchor and was observed by lookout drifting rapidly to sea. Surfmen took her in tow with surfboat and anchored her securely with a good scope of chain.
June 23	Rowboat Ethel	Louisville, Kentucky.....	At 10.05 p. m. the lookout heard cries of distress in the direction of the Indiana chute of the falls, and instantly gave the alarm. The life-savers manned river boat and pulled rapidly in direction in-

Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1901. July 5	Recovery of property.	Louisville, Kentucky	out lines for checking its headway and securing it above the falls. The station crew manned two boats and succeeded in making fast to the after end of the raft the large station hawser, with which they swung the raft in to the shore and secured it.
July 5	.....do	Holland, Michigan, Lake Michigan.	Keeper received a telephone message informing him that a young man named Frank H. Goin had drowned near a dock at Holland and requesting him to drag for the body. After working for two hours surfmen recovered the body, which lay in 25 feet of water, and turned it over to the coroner.
July 6	Clothing furnished.	Plum Island, Massachusetts.	Keeper furnished dry clothing from the stores of the Women's National Relief Association to an intoxicated man who was found up to his waist in water on a shoal in the middle of the Merrimac River by some young men. He had landed upon the sand at low water, about midnight, and was unable to find his boat after the flood tide began to cover the shoal.
July 6	Assistance to injured man.	Aransas, Texas.....	A man whose hand had been pierced by a large fishhook was transported by the life-saving crew to the quarantine station, 5 miles away, where a surgeon extracted the hook and dressed the wound.
July 6	Recovery of body...	Ashtabula, Ohio, Lake Erie.	Surfmen dragged for and recovered the body of a man who had been drowned near the Lake Shore Railroad bridge and out of sight of the station lookout. They delivered the body to the man's relatives.
July 7	Assistance at fire ...	Old Chicago, Illinois, Lake Michigan.	Surfmen discovered a fire on the north pier abreast the station, and assisted the fire tug to extinguish it.
July 10	Recovery of body...	South Chicago, Illinois, Lake Michigan.	Upon being informed that a man's body was floating in Lake Michigan about ¼ mile from station, surfmen pulled out, recovered it, and turned it over to the city authorities.
July 11	.....do	Cape Henlopen, Delaware.	The body of a drowned man having washed up on the beach during the night, the keeper took charge of it until an undertaker came and took it away.
July 11	Succor.....	Assateague Beach, Virginia.	The crew of 28 men from the Spanish steamer Uriarte No. 4, which was wrecked on Winter Quarter Shoal, landed at the station in their small boats at 2 p. m. Keeper, assisted by several volunteer surfmen (inactive season), hauled their boats up on the beach and provided them with food and lodging for the night, furnishing the most destitute ones with hats and other articles of clothing. On the next day the keeper conveyed them to Chincoteague and procured transportation to Philadelphia for them.
July 13	Recovery of body...	Manistee, Michigan, Lake Michigan.	Surfmen dragged for and recovered the body of a boy who had fallen into the water from a pier out of view from station. They worked for an hour trying to resuscitate the body, and then, as a physician pronounced life extinct, they assisted the father of the boy to take the remains to his home.
July 14	.....do	Fenwick Island, Delaware.	Keeper found the badly decomposed body of a man upon the beach N. of station. In response to a telephone message from the keeper, an undertaker from Lewes came and took charge of the remains, which were not recognizable, but were supposed to be those of the man who was drowned at Cape May on July 4.
July 14	.....do	Erie, Pennsylvania, Lake Erie.	Upon being informed by telephone that a man had drowned at the Erie docks, surfmen pulled to the place, and after dragging thirty-five minutes recovered the body, which they delivered to the coroner.

Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1901. July 14	Recovery of body...	Chicago, Illinois, Lake Michigan.	Surfmen pulled out and recovered a body which the lookout saw floating in the lake about ¼ mile SE. of station. They turned it over to the police authorities, who identified it as being that of a boy named Charles Boughner.
July 15	.....do	Duluth, Minnesota, Lake Superior.	At 11.30 a. m. keeper received information from the police authorities that a boy had drowned in St. Louis Bay, 3½ miles SW. of station. Surfmen recovered the body with their dragging apparatus, and after notifying the coroner turned it over to the relatives of the deceased.
July 16	Assistance to injured boy.	North Manitou Island, Michigan, Lake Michigan.	A boy of 11 years slipped and fell upon the station incline, injuring himself so badly that he became insensible. He was picked up by one of the surfmen, carried into the station, and given treatment until he revived.
July 16	.....do	Racine, Wisconsin, Lake Michigan.	Two women came to station bringing a small boy who had cut his foot badly upon a piece of glass while in bathing. Keeper dressed the wound, and then assisted the mother to take her boy to her home.
July 17	Succor.....	Cahoons Hollow, Massachusetts.	Two fishermen landed at the station in a dory and reported that they had lost their schooner in a fog while attending trawls. After eating a hearty meal at the station they proceeded northward in their dory.
July 17	Body found.....	Holland, Michigan, Lake Michigan.	The body of a drowned man having been hauled out of the water at the Ottawa Beach dock, the keeper took charge of it until the arrival of the coroner, and then assisted an undertaker to transport it across Black Lake.
July 17	Recovery of property.	Cape Disappointment, Washington.	While the station crew were patrolling Peacock Spit in their lifeboat in order to be at hand in case of casualties in the fishing fleet, they recovered about 45 fathoms of gill net, valued at $50, and took it to the station to await a claimant.
July 18	Fire extinguished ..	Two Heart River and Crisps, Michigan, Lake Superior.	A fire having broken out among some logs on the lake shore about midway between Two Heart River and Crisps stations, surfmen from both stations went to the scene and after two hours of hard work succeeded in extinguishing the flames, thereby saving about 500,000 feet of lumber.
July 18	Recovery of body...	Chicago, Illinois, Lake Michigan.	At 7.40 p. m. surfmen picked up a body ¼ mile SE. of station, which was so badly decomposed that it was impossible to identify it. They delivered it to the police authorities.
July 20	.....do	Sandy Point, Rhode Island.	The lighthouse keeper having informed the station crew that he had observed a man's body in the surf near the lighthouse, surfmen hauled it up on the beach and cared for it until the arrival of the coroner.
July 20	.....do	Michigan City, Indiana, Lake Michigan.	Surfmen dragged for, recovered, and turned over to the coroner the body of a young man named Albert Perkowski, who was drowned while swimming in the lake about a mile E. of the station.
July 21	.....do	Little Island, Virginia....	At 10 a. m. a boy reported to keeper that one of his companions had drowned while bathing in the bay near the station. Keeper and two volunteer surfmen (inactive season) hastened to the place where the boy disappeared and soon located the body, which one of the surfmen dived for and brought to the surface. They took it to the shore and for two hours applied the Service method of restoring the apparently drowned without success, and carried the body to the home of the boy's parents.

Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1901. Sept. 16	Assistance at fire ...	Salisbury Beach, Massachusetts.	A fire broke out 1¼ miles S. from station and destroyed a church and a small outbuilding. Surfmen went to the place with buckets and rendered valuable assistance by helping to keep the flames from spreading to other buildings. They also resuscitated a man who was overcome by smoke.
Sept. 17	Recovery of property.	Brant Rock, Massachusetts.	Surfmen hauled up and secured a fisherman's dory, which was lying below high-water mark.
Sept. 17	.....do	Grand Marais, Michigan, Lake Superior.	During the day surfmen recovered about 3,000 feet of lumber, which had drifted ashore on the beach, piled it up clear of danger near the station, and notified the collector of customs.
Sept. 17	.....do	Milwaukee, Wisconsin, Lake Michigan.	At request of the master of a schooner, surfmen towed out in surfboat to drag for 1,000 feet of 9-inch hawser, which had been lost September 15. While dragging for the hawser the surfmen brought up and recovered a medium-sized anchor with chain. With the help of a tug they also recovered the hawser of which they were in quest.
Sept. 20	Transportation	City Point, Massachusetts.	Four men came to the station and reported the loss of their vessel, the schooner Maggie, which was wrecked in Broad Sound. They were succored at the station over night and the following day transported by surfmen to Savin Hill.
Sept. 21	Recovery of body...	Potunk, New York	The keeper, assisted by two civilians, recovered the body of a young man who had fallen overboard from his boat in a fit, and keeper notified the man's parents and delivered the body to the coroner.
Sept. 24	Medical aid	Thunder Bay Island, Michigan, Lake Huron.	The assistant light keeper came to station and requested aid for the light keeper who had been taken suddenly ill. The keeper sent a tug for a physician, and afterwards went to Alpena himself for necessary medicines.
Sept. 26	Rescue from danger.	Buffalo, New York, Lake Erie.	The surfman on watch observed an intoxicated man out in a small boat and pulled out to him and brought him to the station. Later, the man was sent across the creek in the ferry scow and departed for his home.
Sept. 26	Assistance at fire ...	Cape Disappointment, Washington.	Owing to a defective flue, a fire broke out in the post gymnasium and threatened the barracks. Surfmen at once repaired to the scene and aided the soldiers to extinguish the fire and keep it from spreading.
Sept. 27	Succor.....	Cape Lookout, North Carolina.	Keeper succored at station 33 fishermen, who had been driven from their dwellings by an extraordinarily high tide.
Sept. 28	Recovery of property.	Great Boars Head, New Hampshire.	At 11.30 p. m. the patrol discovered a raft of piling drifting near the shore 1 mile SW. from station. Surfmen recovered the raft and secured it on shore to await owner.
Sept. 28	Recovery of body...	Cleveland, Ohio, Lake Erie.	While the tug Chris Grover was towing a lighter up the river one of the lighter's crew was knocked overboard. A plank was thrown to him, but he appeared to make no effort to reach it and went down. After two and one-half hours dragging surfmen recovered the body and turned it over to an undertaker.
Sept. 28	Rescue from drowning.	Grand Haven, Michigan, Lake Michigan.	A woman attempting to get into a skiff lying opposite the station fell overboard and was in danger of drowning, when surfmen pulled to her aid, rescued her, and took her to her home.
Sept. 30	Recovery of body...	Great Egg, New Jersey ...	During the mid watch the patrol found the body of a dead man lying on the beach. It was delivered to an undertaker, who conveyed it to Atlantic City.

Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1901. Oct. 3	Assistance to injured woman.	Saluria, Texas	Keeper sent two surfmen in large skiff to bring a physician to attend a woman living near the station, who had run a sewing needle into her wrist. An operation was necessary to remove part of the needle, which was embedded in the cords of the wrist.
Oct. 5	Fresh water furnished.	.....do	Keeper furnished a barrel of fresh water to the master of the schooner Flower of France, which lay weather-bound in the harbor, her supply having become exhausted.
Oct. 5	Recovery of body...	Racine, Wisconsin, Lake Michigan.	Surfmen recovered and delivered to the coroner the body of Lawrence Jacobs, who had been missing from his home since the 2d instant. They found the body floating in the river about 1½ miles above the station.
Oct. 5	Fire extinguished..	Kewaunee, Wisconsin, Lake Michigan.	Station lookout discovered a fire in a fisherman's shed on the beach, and surfmen succeeded in extinguishing the flames in time to save from destruction about $500 worth of nets.
Oct. 6	.....do	Ludington, Michigan, Lake Michigan.	A fire having broken out in a grain elevator about ¼ of a mile E. of station, surfmen went to the scene and assisted to handle the hose from the tug Sport. The flames were subdued after one-half hour of sharp work.
Oct. 6	Rescue from drowning.	Old Chicago, Illinois, Lake Michigan.	Station watchman on pier saw a man fall into the river at 8 p. m. He alarmed the station crew and then pulled to the rescue in a small skiff and managed to get the man into his boat before the arrival of the surfmen. The man, whose name was Andrew Anderson, was unharmed by the accident.
Oct. 7	Assistance to sick woman.	Great Neck, Massachusetts.	At 11.30 p. m., when the night was dark and stormy, word was received at station that a woman was dangerously sick on Tuckernuck Island and would die unless the services of a physician could be procured quickly. The life-savers immediately launched the surfboat and with a physician reached the island in time to save the woman's life.
Oct. 7	Fire extinguished..	Sullivans Island, South Carolina.	One of the surfmen discovered a fire in a house near the station and, together with others of the life-saving crew, succeeded in extinguishing the flames before they did much damage.
Oct. 8	Recovery of body ..	Ship Canal, Michigan, Lake Superior.	Surfmen found floating in the driftwood and turned over to an undertaker the body of James Thomas, whom people believe to have committed suicide on September 19, 1901.
Oct. 10	Assistance to injured man.	Assateague Beach, Virginia.	At 7.30 p. m. a fishing steamer landed at the station a man with a broken arm, who was suffering great pain. Keeper hitched up the station team and conveyed him to the landing, where a doctor gave the injury proper and much-needed treatment.
Oct. 12	Recovery of property.	Ship Canal, Michigan, Lake Superior.	A raft of logs having gone adrift in the canal, was being carried out into the lake by the wind and sea at 8 p. m. Surfmen pulled out, towed the raft back to its moorings, and made it well fast.
Oct. 13	.....do	Grand Marais, Michigan, Lake Superior.	Surfmen recovered and restored to the owner about 2,000 feet of lumber which was being washed off the beach by the heavy sea during the storm of this date.
Oct. 14	Prevention of suicide.	Chicago, Illinois, Lake Michigan.	Surfmen took into custody a woman who tried to jump into the lake from 59th street pier, and sent for the police patrol wagon, which came to station and conveyed her to police headquarters.
Oct. 15	Fire extinguished..	City Point, Massachusetts	The two surfmen on patrol in station launch from midnight to 4 a. m. discovered a fire on Castle Island bridge

Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1902.			
Mar. 11	Rescue from drowning.	Old Chicago, Illinois, Lake Michigan.	At 12.30 a. m. a watchman having only one arm came to the station and reported that a man had fallen overboard from a pier about 600 yards away. The keeper jumped out of bed, seized a piece of rope, and ran to the place, where he found a man in the water clinging to a fragment of ice and nearly exhausted. Making one end of his line fast, Keeper Sinnigen lowered himself from the wharf and made the other end fast to the drowning man, then climbing back, with the aid of the watchman hauled him up on the wharf. They carried him to a near-by watchhouse, stripped him of his wet clothing, and, after thoroughly rubbing him to restore circulation, the keeper called a patrol wagon and sent him to a hospital.
Mar. 13	Property saved.....	Fire Island, New York ...	The station crew picked up a chest of tea and six bags of tapioca found on the beach, and the keeper notified owner of same.
Mar. 14	Transportation.....	Point Adams, Oregon	The master of a schooner anchored ½ mile NE. of station, endeavored to reach Astoria in a small boat, but was unable to stem the wind and tide. Station crew manned boat and carried him to Hammond, where he took a train for his destination.
Mar. 23	Property saved.....	Cape Fear, North Carolina.	Station crew picked up four casks of turpentine found on the beach, and delivered them to the owner.
Mar. 25	Transportation.....	Brenton Point, Rhode Island.	The lifeboat carried an urgent telegram to Brenton Reef light-ship for a member of her crew, and the recipient, learning therefrom that his father was dying, was taken ashore by the life-savers.
Mar. 25	Locating buoy.....	Metomkin Inlet, Virginia.	The bar buoy having been out of place for some time, the keeper went on board light-house steamer Zizania and assisted to replace it.
Mar. 28	Aid to sick	Spermaceti Cove, New Jersey.	A sick man near station was assisted to reach the hospital at Long Branch, New Jersey, by a surfman detailed for that duty by keeper.
Mar. 30	Recovery of body...	Saint Joseph, Michigan, Lake Michigan.	The body of a man named Herman Kloss, who was drowned last fall, was taken out of the river by the keeper and delivered to the coroner.
Apr. 1	Rescue from peril..	Gurnet, Massachusetts...	Two boys on a raft were observed drifting helplessly to sea with the tide. Surfmen pulled to their rescue, and landed them safely.
Apr. 1	Fresh water supplied.	Fort Lauderdale, Florida.	Four men from a sloop applied to the keeper for fresh water, their supply having run out. They were supplied from station tank.
Apr. 2	Shelter.....	Townsend Inlet, New Jersey.	Two fishermen, belated and weary, were sheltered in station over night.
Apr. 4	Aid to sick	Fort Lauderdale, Florida.	A sailboat brought a sick man to the station and asked that he be given care and shelter. The keeper complied with request, and the next day carried the man to the railway station in supply boat.
Apr. 5	Transportation.....	New Shoreham, Rhode Island.	In response to a whistle, the surfboat pulled to a steamer and transported to shore the pilot, his wife and son, and a passenger, other conveyance not being available.
Apr. 5	Aid to sick	Biscayne Bay, Florida....	A sick man, unable to travel farther, came to station and was afforded shelter for the night. While there he had a severe epileptic fit, but was restored to consciousness by the keeper, who applied the remedies at hand. On the following day the sufferer was better, and proceeded to his home.

Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1902.			
Apr. 5	Rescue from drowning.	Saint Joseph, Michigan, Lake Michigan.	At 9.50 p. m. the lookout heard a splash, as of a falling body, in the water near the railroad bridge. He sounded the alarm, and the surfboat went speedily to the rescue. The surfmen found a man in the water clinging to a pile, and calling for help. He was taken ashore, and, being wet, cold, and destitute, was furnished with clothing from the stores of the Women's National Relief Association.
Apr. 6	Recovery of body..	Galveston, Texas.....	Receiving notice that a man had been drowned on the beach in the morning, the keeper with two surfmen repaired to the place and found the body. They tried resuscitation, but life was extinct.
Apr. 6	Recovery of property.	Point Bonita, California..	The keeper assisted the crew of a wrecked barge to recover some wreckage from vessel.
Apr. 7	Succor.....	Old Chicago, Illinois, Lake Michigan.	Two men who had been accidentally knocked into the river from a wharf were brought to the station in a launch. They were wet and chilled, and were therefore supplied with dry clothing from the stores of the Women's National Relief Association and kept at station until they had recovered from the ill effects of their mishap.
Apr. 9	Assistance at fire ...	Chester Shoal, Florida....	A fire started in the forest near the station and threatened to do much damage. The substitute keeper went with two fishermen and extinguished it.
Apr. 10	Fresh water supplied.	Fort Lauderdale, Florida.	Three men in an open boat, destitute of fresh water, were given a supply from station cistern.
Apr. 10	Succor.....	.....do	Two women, from a small boat unfit to cross the inlet at night, were sheltered and entertained at the station till next day.
Apr. 11	Recovery of property.	Bonds, New Jersey	The station crew picked up 400 hides from the cargo of the wrecked barkentine Antilla, put them on the sand hills, and notified owners of same.
Apr. 12	Obstruction to navigation reported.	Sandy Hook, New Jersey.	A quantity of wreckage, adrift in the channel and an obstruction to navigation, was reported by keeper to Maritime Exchange.
Apr. 12	Furnished water ...	Saluria, Texas.....	The fishing schooner Josephine came into port short of fresh water, and was given a supply from the station cistern.
Apr. 13	Recovery of property.	Jerrys Point, New Hampshire.	At 7.30 p. m. station crew went up the river in the surfboat to aid district superintendent and a part of Wallis Sands crew in searching for the body of a man who had sunk, with his boat, on the previous day. The boat was located and raised, but the body was not found.
Apr. 13	Repair material furnished, and succor.	Eatons Neck, New York..	Two men came to the station stating that they had accidentally stove their boat on a rock several miles distant and had no means of making repairs. They were furnished with supper and the necessary material for repairing their boat.
Apr. 13	Succor.....	Fort Lauderdale, Florida.	Two women from a small, overcrowded, and belated boat, bound to Lake Worth, were sheltered at the station over night.
Apr. 15	Assistance at fire ...	Manomet Point, Massachusetts.	Surfmen assisted a resident near by to extinguish a fire that was beyond his control and endangered his property.
Apr. 15	Transportation.....	Point of Woods, New York.	Two laboring men, destitute of money, were transported to the mainland by surfmen.
Apr. 15	Recovery and transportation of body.	Ship Canal, Michigan, Lake Superior.	At 1 p. m. Mrs. Daniel Shannan came to station and requested aid in finding her husband who had left home the previous day in quest of his horses. A search was at once instituted, and at 5 p. m. the keeper found the lost man, dead, in woods 3 miles away, procured a team, and conveyed the body to the home of the deceased. Mr. Shannan came to his death through a hemorrhage of the lungs.

Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1902.			
May 26	Rescue from drowning.	Ludington, Michigan, Lake Michigan.	where he was given dry clothes from the supplies of the Women's National Relief Association, and warm drinks to restore his circulation.
May 27	Succor.....	Peaked Hill Bars, Massachusetts.	Keeper gave meals and lodging to a fisherman who landed near the station at 1.30 p.m. The next day he went aboard a fishing steamer bound to the southward.
May 30	.....do	Nauset, Massachusetts....	The master and one man from the catboat Varina were wet through by a big sea which broke over their boat as they were landing at the station at 7.30 a.m. Keeper took them to the station and supplied them with dry clothing from the stores donated by the Women's National Relief Association. Afterwards they were given breakfast and put to bed, as they had been up all the previous night and were chilled from exposure. In the afternoon they left the station and sailed down the coast to Chatham, where they made a harbor.
May 30	Body found	Monomoy, Massachusetts.	The body of Edgar C. Small was found on the inside beach, ¼ mile W. of station, and was taken to Chatham and delivered to an undertaker by surfmen.
May 30	Transportation of sick man.	Sand Beach, Michigan, Lake Michigan.	Surfmen took a sick man from the schooner Eugenia Vesta, at anchor in the harbor, and transported him to the shore in the surfboat, using a wooden cot and bedding to ease the discomfort caused by moving him. He was taken to a hotel, where he received medical aid.
May 31	Recovery of body...	Point Marblehead, Ohio, Lake Erie.	In response to a telephone message, which was received from the officials of the Lake Shore Railroad, stating that two lads had been struck and killed by a train on the bridge at Marblehead Junction, and that their bodies had been hurled into the bay, surfmen took grapnel hooks and proceeded to the scene of the accident by rail. Upon their arrival they procured a boat and, after dragging for about fifteen minutes, recovered one of the bodies, which they turned over to the dead lad's father. The other corpse had been recovered prior to their arrival.
May 31	Body found	Old Chicago, Illinois, Lake Michigan.	The master of the tugboat Cisco reported that a corpse of a man was floating near the outer breakwater. The Whitehall boat was launched and the surfmen proceeded to the breakwater, where they found and picked up the body. They took it to the station and telephoned to the police authorities, by whom it was removed. It was unidentified.
June 1	Fire extinguished ..	Cahoons Hollow, Massachusetts.	At 2 p. m. keeper observed a fire about 2 miles to southwestward of station. After carefully watching it he found it to be spreading and at once sent for four surfmen (inactive season), who soon arrived. They fought the fire for several hours and saved the station and outbuildings as well as arrested the flames.
June 1	Recovery of body ..	Louisville, Kentucky.....	Keeper received notice by telephone that a boy had been drowned about 2 miles distant. He sent two of the crew to the locality with lines and drags, and they recovered the body and delivered it to coroner.
June 2	.....do	Duluth, Minnesota, Lake Superior.	At 1 p. m. a passing tug blew a signal for the life-saving crew. They put out in surfboat and were informed that a body had been seen drifting with the current outside canal entrance. The surfmen pulled in the direction indicated, found the body, towed it to Lake Avenue slip, and notified coroner.
June 4	Recovery of property.	Cape Disappointment, Washington.	While practicing in Monomoy boat, surfmen recovered a valuable net, found drifting, and later returned it to owner.

Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1902.			
June 7	Rescue from peril ..	Duluth, Wisconsin, Lake Superior.	At 1.30 p. m. lookout sighted two small boys on two railroad ties adrift off the docks. Two life-savers went to them in dingey, rescued the boys from their perilous position, and landed them on shore.
June 7	.....do	Milwaukee, Wisconsin, Lake Michigan.	Lookout reported an intoxicated man on north pier and in danger of falling overboard. Surfmen pulled to the pier and carried the man ashore.
June 8	Transportation	City Point, Massachusetts.	Station crew transported nine persons from Thompsons Island to the shore in 16-foot boat, they being unable to float their boats, which were aground on the beach.
June 8	Recovery of body ..	Louisville, Kentucky.....	At 3 p. m. keeper received notice by telephone that a boy had been drowned by falling from the coal dock at the foot of East Fifth street. Surfmen went to the location with drags and soon recovered the body, delivering it to the parents of the boy.
June 9	.....do	City Point, Massachusetts.	A man named David Fleming was drowned by the accidental capsizing of a boat on the 8th, and at 9 a.m., this date, the life-saving crew recovered the body by dragging and delivered it to the coroner.
June 9	Recovery of property.	Louisville, Kentucky.....	Two live hogs that had got overboard from a steamer were taken from the river by station crew and delivered to the owners.
June 9	.....do	Thunder Bay Island, Michigan, Lake Huron.	Surfmen assisted owner to gather up part of a cargo of lumber that had drifted on the beach on a previous date.
June 9	Aid to a diver	Racine, Wisconsin, Lake Michigan.	A contractor who was laying a pipe across the river could not find a competent man to assist his diver, and asked keeper to allow one of the station crew, who was familiar with such work, to help him. The keeper granted the request, the contractor furnishing a substitute surfman.
June 9	Recovery of property.	Cape Disappointment, Washington.	Surfmen assisted two fishermen to recover a valuable net that had drifted foul of a fish trap, and rendered a similar service to another fisherman on the 11th instant.
June 11	Succor.....	Kill Devil Hills, North Carolina.	Two fishermen, whose boat had been disabled, were given food and lodging overnight.
June 11	Recovery of body ..	Ludington, Michigan, Lake Michigan.	At 5 p. m. the keeper received information by telephone that a man had been drowned in Pere Marquette Lake. Proceeding to the locality in surfboat, with grapnels, crew recovered the body after two hours' work, and delivered it to coroner.
June 12	Rescue from drowning.	Charlevoix, Michigan, Lake Michigan.	At 12.30 p. m. the lookout saw a small boy fall overboard from South Harbor Pier, and gave the alarm. Two surfmen manned the skiff and pulled to the rescue, while the rest of the crew ran to the spot. Surfman Wright, who arrived first, saw the boy sink, and instantly diving brought him up and held him till the boat arrived. The boy was taken to the station and provided with dry clothing from the stores of the Women's National Relief Association, and a surfman then took him to his home.
June 12	Rescue from peril ..	Golden Gate Park, California.	At 4 p. m. a police officer came to the station and informed keeper that three women were at the foot of the bluff at the Cliff House, and were cut off by the rising tide. The keeper took his crew to the top of the bluff, lowered a man by a rope, then bending the rope around each woman in turn, hoisted them all to the top of the bluff in safety.
June 13	Recovery of body...	Old Chicago, Illinois, Lake Michigan.	Keeper received information that a body had been seen floating near the outer breakwater, and sent surfmen in Whitehall boat to search for it. The men recovered the body and towed it to station, when keeper notified city authorities.

Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1902.			
June 13	Transportation.....	Plum Island, Wisconsin, Lake Michigan.	Keeper sent a surfman with a boat to Detroit Harbor to carry new light keeper to Rock Island, he having no means of transportation.
June 13	Recovery of property.	Umpqua River, Oregon ..	Surfmen found two dead horses in harness floating near the station. They removed the harness and later delivered it to owner.
June 14	Recovery of body...	Ashtabula, Ohio, Lake Erie.	Keeper received information by telephone that a man had been drowned from a steamer lying up the river. He went with a surfman to the place in skiff, recovered the body by dragging, and delivered it to undertaker.
June 14	Aid to injured	Pentwater, Michigan, Lake Michigan.	A small boy came to station with a bad cut in his head, caused by his falling into a pier pocket. A surfman washed and dressed the wound and started the boy for his home.
June 15	Rescue from drowning.	Grand Haven, Michigan, Lake Michigan.	At 7 a. m. the lookout saw a man fall into the river from a near-by pier and gave the alarm. The life-savers ran to his aid with lines, rescued the man, took him to station, and provided him with dry clothing from the stores of the Women's National Relief Association.
June 15	Recovery of body ..	Michigan City, Indiana, Lake Michigan.	A young man named George Finney was knocked overboard from a yacht by the boom, and sank immediately. The accident occurred near the station, and was witnessed by the life-savers, who launched their boat, pulled to the spot, grappled for the body, and recovered it in less than five minutes. Every effort at resuscitation was made by three physicians, aided by the life-saving crew, but life proved to be extinct.
June 17	Succor.....	City Point, Massachusetts.	At 8.15 a. m. yacht Spray came to station bringing six young men that had been rescued from a capsized boat in Quincy Bay. The rescued men were wet and badly chilled. Station crew helped them to strip and rub down before a fire, gave them hot drinks, and provided them with dry clothing from the supply donated by the Women's National Relief Association.
June 18	Recovery of property.	Cleveland, Ohio, Lake Erie.	At 10.20 a. m. keeper received a request by telephone for help in recovering a horse and wagon that had fallen overboard at the foot of St. Clair street. He went to the place with two surfmen in dingey, and soon recovered horse and wagon, which were hoisted on the dock.
June 18	Succor.....	Chicago, Illinois, Lake Michigan.	Two women, with eight little children, were caught in a heavy rain storm and were shown to the station by a police officer. They were all badly drenched and chilled, and keeper supplied them with dry clothing from the stores provided by the Women's National Relief Association.
June 18	Recovery of property.	Cape Disappointment, Washington.	At 1 p. m. the lookout discovered a valuable fish net drifting out with the tide. Surfmen recovered it and delivered it to owner.
June 19	.....do.....	Racine, Wisconsin, Lake Michigan.	Surfmen grappled for a truck that had fallen overboard from the steamboat dock, recovered it, and delivered it to owner.
June 21	Aid in recovering property.	Ottawa Point, Michigan, Lake Huron.	A large raft of logs drifted ashore during the high winds prevailing, and surfmen assisted owner in getting the logs clear of the beach at a later date, so that a tugboat might tow them into port.
June 21	Assistance at fire ...	Manistee, Michigan, Lake Michigan.	At 3.40 a. m. the lookout reported a cottage on fire ½ mile distant. The surfmen ran to the place and assisted to save household goods and extinguish fire.

Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1902.			
June 22	Recovery of bodies (3).	Milwaukee, Wisconsin, Lake Michigan.	Three men were drowned at a point about 4 miles from station, and keeper received a request for help in finding the bodies. Repairing to the place in boat with three surfmen, he dragged the locality and found two bodies, and on the following day the third, delivering them to the proper authorities.
June 23	Transportation and aid to injured.	South Brigantine, New Jersey.	A woman residing near station received a severe injury by falling, and upon request of her husband keeper took her to Atlantic City in naphtha launch to obtain medical treatment.
June 23	Transportation and recovery of property.	Muskallonge Lake, Michigan, Lake Superior.	At 6.30 a. m. the tug J. W. Ward stopped off station, while in search of a lost raft of logs, and signaled for boat. Upon master's request keeper gave him a passage ashore, telephoned keeper of Crisps station and located the lost raft, then carried the master back to his vessel.
June 23	Recovery of body ..	Old Chicago, Illinois, Lake Michigan.	At 5 p. m. the keeper learned that a boy had drowned near the light-house dock and surfmen dragged for the body, but without success. On the following day they found the body and delivered it to the parents of the boy.
June 24	Recovery of property.	Vermilion Point, Michigan, Lake Michigan.	Station crew picked up a thousand feet of drifting lumber and took it to station; owner unknown.
June 24	Rescue from drowning.	Kenosha, Wisconsin, Lake Michigan.	A small boy fell overboard from a pier near by and Surfman Rothman pulled out in Whitehall boat, rescued the lad, and sent him home.
June 26	Succor.....	Velasco, Texas	At 8 p. m. five women, who had been camping close by, came to station on account of a heavy storm prevailing, and were sheltered for the night.
June 26	.....do.....	Aransas, Texas.....	A heavy storm prevailed this day, with an unusually high tide. About 8 p. m. several families, whose dwellings the water had reached, came to the station for shelter, also about 20 people from the hotel—47 in all. On the following morning the storm had abated and all returned to their homes.
June 26	Transportation	Plum Island, Wisconsin, Lake Michigan.	In response to a signal from Pilot Island the Mackinaw boat pulled to that place and brought the light-house inspector to station.
June 27	Aid to sick man	Sand Beach, Michigan, Lake Huron.	In response to a signal from steamer Argonaut, lying offshore, station crew transported a physician to and from the vessel to treat a sailor who had been severely injured.
June 27	Rescue from peril ..	Charlevoix, Michigan, Lake Michigan.	At 5.30 p. m. a man fell overboard near the station from a passing tug. He immediately struck out for shore, but, fearing for his strength, Surfman Koch jumped overboard from the pier to his assistance, and other surfmen hauled them both out of the water.

VESSELS WARNED FROM DANGER.

During the year 237 vessels were warned from danger by the patrolmen. The full import of this statement may be realized when the reader takes notice that in 210 cases the warnings were made during the hours of darkness, oftentimes amid fog, rain, and snow, and on such extremely dangerous portions of the coasts as Cape Cod, New Jersey, Virginia, and North Carolina on the Atlantic, and several especially perilous points on the Pacific.

Nearly 100 of the craft were steamers, 20 or more of large dimensions, and evidently carrying many people.

The average number of persons on board each of all the vessels warned may be safely estimated as not less than 10, and the average value of the vessels not less than $10,000, exclusive of cargoes. Except the actual making of rescues from wrecks, no part of the work of the Service is of greater value to mariners and shipping interests than the patrol system, which guards the beaches every night from sunset to dawn, and during the daytime in thick and stormy weather.

WARNED BY NIGHT SIGNALS.

Date.	Station and locality.	Circumstances of warning.
1901.		
Aug. 2	Marquette, Michigan.....	At 8.30 p. m. surfman burned a Coston signal and warned a steam launch, which was running too close to the shore.
Aug. 4	Cedar Creek, New Jersey.....	Shortly after sunset the patrol saw a large schooner drifting dangerously near the beach. He fired a danger signal, and she anchored at once and avoided stranding. A breeze sprung up during the night, and she got underway and stood offshore.
Aug. 8	Orleans, Massachusetts.....	The N. patrol flashed a red light to a three-masted schooner that was beating S. and dangerously near the shore. She tacked immediately and stood seaward.
Aug. 10	Brant Rock, Massachusetts...	At 12.30 a.-m. the patrol burned a Coston signal and warned a small sailboat of her dangerous proximity to the beach.
Aug. 11	Wood End, Massachusetts....	During the middle watch the S. patrol discovered a small steamer at anchor near the surf. Upon seeing his danger signal she immediately weighed anchor and stood into the harbor.
Aug. 11	Sand Beach, Michigan.....	The patrol warned a steamer which started to enter the wrong dock. She recognized her mistake in time to avoid crashing into another vessel and causing a serious disaster.
Aug. 11	Cape Disappointment, Washington.	The patrol discerned a large steamer approaching the harbor during a dense fog and burned a Coston signal. Fearing that the signal might not be seen, the keeper fired the gun as an additional warning, whereupon she turned and stood offshore.
Aug. 12	Knobbs Beach, Massachusetts	Shortly after dark the S. patrol discovered a sloop yacht dangerously near the breakers and at once flashed a warning signal, whereupon she anchored.
Aug. 12	Corson Inlet, New Jersey.....	At 10.30 p. m. a steamer standing too near the beach was warned out of danger by the surfman's signal.
Aug. 17	Muskallonge Lake, Michigan.	During the middle watch the patrol flashed a danger signal to a steamer approaching too near the beach 2 miles W. of station. She immediately hauled offshore.
Aug. 20	Wood End, Massachusetts ...	Between midnight and 4 a. m. the N. patrol sighted a tugboat with five barges in tow very close to the bar and in danger of striking. He at once ignited a red light, whereupon she stood seaward out of danger.

List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Cornelius Roach	Boston, Mass.	Rescuing several persons from drowning in the harbor at Boston during the years 1883-84, at the imminent risk of his own life. (An. Rpt., 1885.	Gold medal	Apr. 24, 1885
Marcus A. Hanna	Keeper of Cape Elizabeth Light Station, Maine.	Rescue of two of the crew of the schooner Australia wrecked on Cape Elizabeth, Jan. 28, 1885, during a severe gale and intensely cold weather. (An. Rpt., 1885.)	do	Apr. 25, 1885
Harry Rutter	Atlantic City, N.J.	Rescue of a man from drowning in the surf at Atlantic City, July 26, 1883. (An. Rpt., 1885.)	Silver medal.	May 20, 1885
John P. F. Hagen	Philadelphia, Pa.	Rescue of thirteen boys who had broken through the ice on the Schuylkill River, Feb. 3, 1884. This feat was accomplished at great hazard to the rescuer. (An. Rpt., 1885.)	Gold medal	May 22, 1885
David Miller	Captain of the schooner Driver.	Rescue of twelve persons, the survivors of the crew of the steamer H. C. Akeley, which foundered in Lake Michigan during the gale of Nov. 13, 1883. The mate and seaman of the Driver rendered specially meritorious service on this occasion. (An. Rpt., 1885.)	Silver medal.	June 2, 1885
Daniel F. Miller	Mate	do	Gold medal.	Do.
Patrick H. Daly	Seaman	do	do	Do.
Charles H. Biller	Newark, N. J.	Rescue from drowning of a man named Thomas O'Neil, at Asbury Park, N. J., Aug. 16, 1884. (An. Rpt., 1886.)	Silver medal.	Aug. 12, 1885
Joseph Greenwald	St. Louis, Mo	Rescuing two persons from drowning in the Mississippi River. (An. Rpt., 1886.)	do	Dec. 2, 1885
James Larson	Sister Bay, Wis	Rescuing, unaided, by means of a small boat, the entire crew—seven men—of the wrecked Canadian bark Two Friends, on the night of Oct. 16, 1880, during a heavy gale and snowstorm. (An. Rpt., 1886.)	Gold medal.	June 10, 1886
C. A. J. Queckberner	New York	Rescue of several persons from drowning in July and August, 1882. A silver medal had previously been awarded Mr. Queckberner for saving life. (See under date of May 17, 1882.)	Silver bar	June 14, 1886
Joseph Devine	Cranston, R. I.	Rescuing several persons from drowning in April, 1884, and in July, 1885. (An. Rpt., 1887.)	Silver medal.	July 22, 1886
Michael J. Bradford	Of the Volunteer Life-Saving Corps, Atlantic City, N. J.	Rescuing the crew of the schooner Flora Curtis, wrecked off Atlantic City on the 18th of Aug. 1879. Mr. Bradford had also rescued from drowning a great many persons at various times. (An. Rpt., 1887.)	Gold medal	July 26, 1886
Jesse B. Bean	do	do	Silver medal	Do.
E. Owens	do	do	do	Do.

List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Hiram Dudley Buck	Crown Point Center, N. Y.	Rescue from drowning of four persons at various times. (An. Rpt., 1887.)	Silver medal.	July 26, 1886
George W. Bloomer	Chatham, Mass.	Rescue of the crew of five men of the schooner Grecian, wrecked on Chatham Bar early in the morning of Dec. 6, 1885. (An. Rpt., 1887.)	do	Do.
Benjamin Patterson	do	do	do	Do.
Andrew H. Bearse	do	do	do	Do.
Zenas W. Hawes	do	do	do	Do.
Otis C. Eldredge	do	do	do	Do.
Zenas H. Gould	do	do	do	Do.
Francisco Bloomer	do	do	do	Do.
William A. Bloomer	do	do	do	Do.
Willis I. Bearse	do	do	do	Do.
Wilber H. Patterson	do	do	do	Do.
Thomas Reynolds	Quartermaster on U. S. Coast Survey steamer McArthur.	Rescue from drowning of a shipmate who fell overboard in Haro Strait, Wash., while the vessel was under way, Sept. 19, 1886. (An. Rpt., 1887.)	do	Dec. 17, 1886
Charles Richardson	Mate of lighthouse tender Shubrick.	Rescue of a man from the bottom of boat capsized in the breakers on Clatsop Spit, Columbia River, Oregon, Oct. 7, 1884. (An. Rpt., 1887.)	do	Dec. 24, 1886
John Jones	Seaman	do	do	Do.
Nicolas Dorie	do	do	do	Do.
Peter Nesman	do	do	do	Do.
August Ripetz	do	do	do	Do.
Axil Wiklund	do	do	do	Do.
John C. Patterson	Keeper of life-saving station.	Rescue of the crew of the yacht Foam, off Key East, N. J., on the 27th of July, 1885, during a heavy onshore gale. (An. Rpt., 1887.)	Gold medal	Feb. 3, 1887
John Redmond	Surfman	do	Silver medal.	Do.
John H. Pearce	do	do	do	Do.
John H. Smith	do	do	do	Do.
David Kittell	do	do	do	Do.
Henry A. Bennett	do	do	do	Do.
Edward Brand	do	do	do	Do.
William Newman	Volunteer	do	do	Do.
Dixon McQueen	Of the fire boat Zophar Mills, New York Harbor.	Rescuing a number of persons from drowning in the North River, N. Y., during the years 1878-1887. (An. Rpt., 1887.)	do	Feb. 4, 1887
Thomas Conroy	Niagara Falls, N. Y.	Rescuing a man from a rock in the Niagara River, just above the falls, where his boat had been swept by the strong current, on the night of Oct. 15, 1886. (An. Rpt., 1887.)	Gold medal	Mar. 28, 1887
Frederic Kernochan	New York	Rescue from drowning, at Highlands, N. J., on the 4th of Oct., 1886, of a young woman. (An. Rpt., 1887.)	do	Apr. 7, 1887
Edith Clarke	Oakland, Cal	Rescue from drowning in Lake Chabot, on Aug. 31, 1886, while a pupil at the convent of Our Lady of the Sacred Heart, at Oakland, of a schoolmate. (An. Rpt., 1887.)	do	May 26, 1887

Table of casualties, season

DISTRICT NO. 13.—EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1902.					
Jan. 29	Three and one-half miles southwest of station.	Fort Point	Sc. Mary E. Russ, [a] San Francisco, Cal.	Nyman	235
Feb. 3	Four miles northwest of station.	Petersons Point	Sc. A. B. Johnson, San Francisco, Cal.	Zeaglehas	529
Mar. 7	Two miles northwest of station.	Coquille River	Str. Welcome, Coos Bay, Oreg.	Willard	30
Mar. 13	One and three-quarters miles south of Golden Gate Park Station.	Golden Gate Park and Southside.	Sc. Reporter, San Francisco, Cal.	Hanson	350
Apr. 2	One-half mile south of station.	Humboldt Bay	Sc. Lottie Carson, San Francisco, Cal.	Anderson	295
Apr. 6	Two hundred and thirty yards east-southeast of station.	Point Bonita	Barge, San Francisco, Cal.		
Apr. 28	One-half mile south-southwest of station.	Cape Disappointment.	Fish boat, Ilwaco, Wash.		
Apr. 28	Three miles east-southeast of station.	do	Fish boat, Astoria, Oreg.		
May 12	One and one-half miles southeast of station.	do	do		
May 12	do	do	do		
May 27	Two miles southeast of station.	do	do		
May 31	Four miles west of station.	Point Adams	do		
June 5	Three-quarters mile south-southwest of station.	Cape Disappointment.	do		
June 7	Four and one-half miles west of station.	Point Adams	do		
June 19	Five miles south by east of station.	Southside	Sc. Eureka, San Francisco, Cal.	Shaw	295
June 20	Three and one-half miles west of station.	Point Adams	Fish boat, Astoria, Oreg.		
	Total				

Table of casualties,

RECAPITU

Districts.	Total number of disasters.	Total value of vessels.	Total value of cargoes.
District No. 1	75	$285,055	$50,765
District No. 2	187	943,375	380,430
District No. 3	8	211,300	82,200
District No. 4	31	518,050	1,558,815
District No. 5	66	608,070	705,525
District No. 6	31	359,600	35,420
District No. 7	28	1,635,550	1,603,435
District No. 8	8	3,440	1,300
District No. 9	28	331,695	63,430
District No. 10	60	219,685	19,100
District No. 11	84	2,688,885	474,760
District No. 12	108	1,322,845	137,420
District No. 13	32	297,780	29,200
Aggregate	746	9,425,330	5,141,800

[a] In dangerous position, from which life-saving crew assisted to extricate her.

of 1901–2—Continued.

PACIFIC COAST—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at station.	Days' succor afforded.
San Francisco, Cal., to Coos Bay, Oreg.		$9,000		$9,000	$9,000		9	9			
Honolulu, Hawaii, to Aberdeen, Scotland.		38,000		38,000	38,000		9	9			
Coquille City to Bandon, Oreg.	Merchandise.	2,500	$200	2,700	2,700		4	4			
Grays Harbor, Wash., to San Francisco, Cal.	Lumber	9,000	5,000	14,000	330	$13,670	8	8		4	5
San Pedro to Eureka, Cal.		16,000		16,000	16,000		8	8			
Parted lines and stranded.		1,500		1,500		1,500					
Fishing trip		400		400	400		2	2			
do		400		400	400		2	2			
do		390		390	390		2	2			
do		400		400	400		2	2			
do		400		400	400		2	1	1		
do		400		400	380	20	2	2			
do		400		400	400		2	2			
do		400		400	400		2	2			
San Francisco to Eureka, Cal.		5,000		5,000		5,000	9	9			
Fishing trip		450		450	450		2	2			
		297,780	29,200	326,980	287,410	39,570	202	200	2	9	19

season of 1901–2.

LATION.

Total amount of property involved.	Total amount of property saved.	Total amount of property lost.	Total number of persons on board.	Total number of persons saved.	Total number of persons lost.	Number of shipwrecked persons succored at stations.	Total number of days' succor afforded.	Number of disasters involving total loss to vessels.
$335,820	$326,865	$8,955	602	602		14	39	1
1,323,805	1,057,265	266,540	759	752	7	158	283	12
293,500	289,650	3,850	49	48	1	13	30	1
2,076,865	1,431,905	644,960	216	216		30	43	4
1,313,595	872,535	441,060	363	361	2	109	198	7
395,020	261,660	133,360	186	186		96	125	6
3,238,985	3,087,195	151,790	290	290		96	186	2
4,740	4,665	75	22	22		12	12	
395,125	325,300	69,825	157	157		69	130	5
238,785	216,180	22,605	205	204	1	5	5	
3,163,645	2,848,315	315,330	563	553	10	39	112	5
1,460,265	1,283,850	176,415	606	604	2	61	89	5
326,980	287,410	39,570	202	200	2	10	20	3
14,567,130	12,292,795	2,274,335	4,220	4,195	25	[b] 712	[b] 1,272	51

[b] These figures include 206 persons to whom succor was given who were not on the vessels embraced in the tables, and 229 days of such succor, as follows:

District No. 2,	24 persons	26 days.	
District No. 3,	5 persons	5 days.	
District No. 4,	6 persons	7 days.	
District No. 5,	23 persons	24 days.	
District No. 6,	28 persons	28 days.	
District No. 7,	46 persons	58 days.	
District No. 8,	10 persons	10 days.	
District No. 9,	55 persons	57 days.	
District No. 11,	6 persons	11 days.	
District No. 12,	2 persons	2 days.	
District No. 13,	1 person	1 day.	
Total...	206	229	

STATEMENT SHOWING THE APPROPRIATIONS AND EXPENDITURES FOR THE MAINTENANCE OF THE LIFE-SAVING SERVICE FOR THE FISCAL YEAR ENDING JUNE 30, 1902.

APPROPRIATION—LIFE-SAVING SERVICE, 1902.

For salaries of superintendents of the life-saving and lifeboat stations and houses of refuge in the several districts on the sea and lake coasts of the United States, as follows:

Maine and New Hampshire, District No. 1	$1,600.00	
Massachusetts, District No. 2	1,600.00	
Rhode Island and Fishers Island, District No. 3	1,600.00	
Long Island, District No. 4	1,800.00	
New Jersey, District No. 5	1,800.00	
Delaware, Maryland, and Virginia, District No. 6	1,600.00	
Virginia and North Carolina, District No. 7	1,800.00	
South Carolina, Georgia, and Florida, District No. 8	1,500.00	
Gulf of Mexico, District No. 9	1,600.00	
Lakes Ontario and Erie, District No. 10	1,800.00	
Lakes Huron and Superior, District No. 11	1,800.00	
Lake Michigan, District No. 12	1,800.00	
Washington, Oregon, and California, District No. 13	1,800.00	
		$22,100.00
For salaries of 280 keepers of life-saving and lifeboat stations and of houses of refuge		245,100.00
For pay of crews of surfmen employed at the life-saving and lifeboat stations, including the old Chicago station, and at the building erected on the grounds of the Pan-American Exposition, at Buffalo, N. Y., under authority of the act of Congress approved March 3, 1899, for an exhibit of the United States Life-Saving Service, at the uniform rate of $65 per month each during the period of actual employment, and $3 per day for each occasion of service at other times; compensation of volunteers at life-saving and lifeboat stations for actual and deserving service rendered upon any occasion of disaster, or in any effort to save persons from drowning, at such rate, not to exceed $10 for each volunteer, as the Secretary of the Treasury may determine; pay of volunteer crews for drill and exercise; fuel for stations and houses of refuge; repairs and outfits for same; rebuilding and improvement of same, including use of additional land where necessary; supplies and provisions for houses of refuge and for shipwrecked persons succored at stations; traveling expenses of officers under orders from the Treasury Department; commutation of quarters for officers of the Revenue-Cutter Service detailed for duty in the Life-Saving Service; for carrying out the provisions of sections 7 and 8 of the act approved May 4, 1882; for draft animals and their maintenance; for telephone lines and care of same, and contingent expenses, including freight, storage, rent, repairs to apparatus, labor, medals, stationery, newspapers for statistical purposes, advertising, and all other necessary expenses, not included under any other head of life-saving stations on the coasts of the United States		1,472,280.00
For Lyle gun, the beach apparatus used with it, and two surfboats of the latest improved construction for use on the coast at or near Cape Nome, Alaska, $2,000, or so much thereof as may be necessary, to be expended under the direction of the Secretary of the Treasury		2,000.00

For a Lyle gun and the necessary beach apparatus used in connection with it, together with a suitable boat, all to be placed at or near Port Day, on the Niagara River, at such point as the General Superintendent of the Life-Saving Service may recommend: *Provided*, That bond shall be given by proper individuals living in the neighborhood, conditioned for the care and preservation of the same and their application to the saving of life and property $575.00

Total 1,742,055.00

EXPENDITURES.

For salaries of superintendents of life-saving and lifeboat stations and houses of refuge in the several districts, as follows:

District No. 1, July 1, 1901, to June 30, 1902	$1,600.00	
District No. 2, July 1, 1901, to June 30, 1902	1,600.00	
District No. 3, July 1, 1901, to June 30, 1902	1,600.00	
District No. 4, July 1, 1901, to June 30, 1902	1,800.00	
District No. 5, July 1, 1901, to June 30, 1902	1,800.00	
District No. 6, September 10, 1901, to June 30, 1902	1,291.30	
District No. 7, July 1, 1901, to June 30, 1902	1,800.00	
District No. 8, July 1, 1901, to June 30, 1902	1,500.00	
District No. 9, July 1, 1901, to June 30, 1902	1,600.00	
District No. 10, July 1, 1901, to June 30, 1902	1,800.00	
District No. 11, July 1, 1901, to June 30, 1902	1,800.00	
District No. 12, July 1, 1901, to June 30, 1902	1,800.00	
District No. 13, July 1, 1901, to June 30, 1902	1,800.00	
		$21,791.30
Salaries of 262 keepers, Districts Nos. 1 to 13, inclusive, quarter ending September 30, 1901	57,885.34	
Salaries of 263 keepers, Districts Nos. 1 to 13, inclusive, quarter ending December 31, 1901	58,212.97	
Salaries of 265 keepers, Districts Nos. 1 to 13, inclusive, quarter ending March 31, 1902	58,554.87	
Salaries of 265 keepers, Districts Nos. 1 to 13, inclusive, quarter ending June 30, 1902	58,873.35	
		233,526.53
Pay of surfmen in District No. 1, from August 1, 1901, to May 31, 1902	59,304.11	
Pay of surfmen in District No. 2, from July 1, 1901, to June 30, 1902	131,181.43	
Pay of surfmen in District No. 3, from August 1, 1901, to May 31, 1902	33,800.00	
Pay of surfmen in District No. 4, from August 1, 1901, to May 31, 1902	126,733.14	
Pay of surfmen in District No. 5, from August 1, 1901, to May 31, 1902	174,197.90	
Pay of surfmen in District No. 6, from August 1, 1901, to May 31, 1902	77,442.19	
Pay of surfmen in District No. 7, from August 1, 1901, to May 31, 1902	136,932.42	
Pay of surfmen in District No. 8, from August 1, 1901, to May 31, 1902	3,900.00	
Pay of surfmen in District No. 9, from August 1, 1901, to May 31, 1902	31,974.14	
Pay of surfmen in District No. 10, from July 1, 1901, to June 30, 1902	45,379.17	
Pay of surfmen in District No. 11, from July 1 to December 12, 1901, and from April 5 to June 30, 1902	73,077.22	
Pay of surfmen in District No. 12, from July 1 to December 5, 1901, and from April 1 to June 30, 1902	105,356.08	
Pay of surfmen in District No. 13, from July 1, 1901, to June 30, 1902	83,918.56	

Pay of volunteer surfmen for assistance to the keepers and crews of certain stations at wrecks which occurred during the active season:		
District No. 2	$1.50	
District No. 5	17.00	
District No. 6	8.00	
District No. 10	3.00	
District No. 12	12.00	
		$41.50
Pay of surfmen for services at wrecks which occurred at periods when crews were not required to reside at the stations:		
District No. 1	$35.60	
District No. 2	51.00	
District No. 5	18.00	
District No. 6	32.50	
District No. 7	21.00	
District No. 8	15.00	
District No. 10	23.00	
District No. 12	121.50	
	317.60	
		$1,083,555.46
Pay of disabled keepers under the provisions of section 7 of the act approved May 4, 1882	4,663.64	
Pay of disabled surfmen under the provisions of section 7 of the act approved May 4, 1882	24,449.59	
Pay of widows and others under the provisions of section 8 of the act approved May 4, 1882	7,458.75	
		36,571.98
Apparatus	7,980.86	
Books, charts, stationery, advertising, etc	1,832.62	
Care of stations pending appointment of keepers	937.38	
Commutation of quarters for officers of the Revenue-Cutter Service detailed for duty in the Life-Saving Service	5,536.04	
Compensation for special services, labor, etc	27,721.16	
Draft animals	9,386.03	
Equipments	11,495.34	
Freight, packing, storage, telegraphing, etc	3,841.93	
Fuel and water for stations	22,293.39	
Furniture	7,347.21	
Medals	1,870.26	
Protection of stations from encroachment of the sea	2,023.02	
Rebuilding, repair, and improvement of stations	42,509.53	
Removal of stations	802.27	
Rents	5,419.60	
Repairs to apparatus, equipments, and furniture	1,984.09	
Sites for stations	290.35	
Subsistence of persons rescued from wrecked vessels	95.60	
Supplies	15,510.90	
Telephones, telephone lines, and their maintenance	15,912.12	
Transporting apparatus to and from wrecks, at stations where horses are not kept	419.40	
Traveling expenses of officers	10,432.08	
		195,641.18
Pay of keeper and 10 surfmen at the station on the grounds of the Pan-American Exposition at Buffalo, N. Y., during the months of July, August, September, October, and November, 1901		3,141.07
Apparatus, etc., for Cape Nome, Alaska		642.38
Apparatus, etc., for Port Day, Niagara River		8.11
Total expenditures from appropriation "Life-Saving Service, 1902"		1,574,878.01
Balance of available funds July 1, 1902		167,176.99
		1,742,055.00

TWELFTH DISTRICT.—LAKE MICHIGAN.

Name of station.	State.	Locality.	Approximate position. Latitude, north.	Approximate position. Longitude, west.
			° ′ ″	° ′ ″
Beaver Island[a]	Mich	Near light		
Charlevoix	Mich	South side of harbor entrance		
North Manitou Island	Mich	Near Pickard's wharf		
Point Betsie	Mich	Near light		
Frankfort	Mich	South side entrance of harbor		
Manistee	Mich	North side entrance of harbor		
Grande Pointe au Sable.	Mich	One mile south of light		
Ludington	Mich	North side entrance of harbor		
Pentwater	Mich	North side entrance of harbor		
White River	Mich	North side entrance of White Lake		
Muskegon	Mich	North side entrance of harbor, Port Sherman		
Grand Haven	Mich	North side entrance of harbor		
Holland	Mich	In the harbor, south side		
South Haven	Mich	North side entrance of Harbor		
Saint Joseph	Mich	In the harbor, north side		
Michigan City	Ind	East side entrance of harbor		
South Chicago	Ill	North side entrance of Calumet Harbor		
Chicago	Ill	About 7 miles S. by E. of Chicago River light		
Old Chicago	Ill	In the harbor		
Evanston	Ill	On the Northwestern University grounds		
Kenosha	Wis	In the harbor, on Washington Island		
Racine	Wis	In the harbor		
Milwaukee	Wis	Near entrance of harbor, south side		
Sheboygan	Wis	Entrance to harbor, north side		
Two Rivers	Wis	North side entrance of harbor		
Kewaunee	Wis	North side entrance of harbor		
Sturgeon Bay Canal	Wis	Eastern entrance of canal, north side		
Baileys Harbor	Wis	On easterly side of harbor		
Plum Island	Wis	Near northeast point of island, 2 miles northwest of Pilot Island light.		

THIRTEENTH DISTRICT.—COASTS OF CALIFORNIA, OREGON, AND WASHINGTON.

Neah Bay[b]	Wash			
Petersons Point	Wash	Just south of Grays Harbor light	46 53 15	124 07 15
Shoalwater Bay	Wash	Near lighthouse boat landing	46 43 00	124 03 00
Ilwaco Beach	Wash	Thirteen miles north of Cape Disappointment.	46 27 50	124 03 25
Cape Disappointment.	Wash	Bakers Bay, one-half mile northeast of light	46 16 40	124 03 00
Point Adams	Oreg	Three-fourths of a mile southeast of Fort Stevens.	46 12 00	123 57 00
Yaquina Bay	Oreg	About 1 mile south of harbor entrance	44 35 30	124 03 54
Umpqua River	Oreg	Near entrance of river, north side	43 42 00	124 10 30
Cape Arago	Oreg	Coos Bay, north side	43 22 50	124 18 00
Coquille River	Oreg	In town of Bandon	43 07 00	124 25 00
Humboldt Bay	Cal	Near light	40 46 00	124 13 00
Point Reyes	Cal	Three and one-half miles north of light	38 02 20	122 59 30
Bolinas Bay[c]	Cal			
Fort Point	Cal	Three-fourths of a mile east of light	37 48 10	122 27 50
Golden Gate Park	Cal	On beach in Golden Gate Park, San Francisco, three-fourths of a mile south of Point Lobos.	37 46 10	122 30 30
Southside	Cal	Three and three-eighths miles south of Golden Gate Park Life-Saving Station.	37 43 18	122 30 18

[a] No crew employed. [b] Discontinued December 17, 1890. [c] Destroyed by fire.

DIRECTIONS FOR RESTORING THE APPARENTLY DROWNED.

DIRECTIONS FOR RESTORING THE APPARENTLY DROWNED.

NOTE.—These directions differ from those given prior to 1899 by the addition of means for securing deeper inspiration. The method theretofore published, known as the Howard or direct method has been productive of excellent results in the practice of the Service, and is retained here. It is, however, here arranged for practice in combination with the Sylvester method, the latter producing deeper inspiration than any other known method, while the former effects the most complete expiration. The combination therefore tends to produce the most rapid oxygenation of the blood—the real object to be gained. The combination is prepared primarily for the use of life-saving crews where assistants are at hand. A modification of Rule III, however, is published as a guide in cases where no assistants are at hand and one person is compelled to act alone. In preparing these

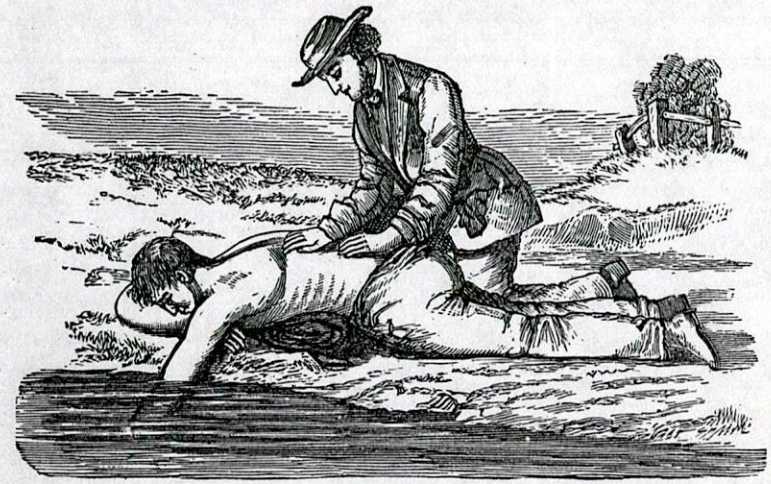

FIG. I.

directions the able and exhaustive report of Messrs. J. Collins Warren, M. D., and George B. Shattuck, M. D., committee of the Humane Society of Massachusetts, embraced in the annual report of the society for 1895–96, has been availed of, placing the Department under many obligations to these gentlemen for their valuable suggestions.

RULE I. AROUSE THE PATIENT.—Do not move the patient unless in danger of freezing; instantly expose the face to the air, toward the wind if there be any; wipe dry the mouth and nostrils; rip the clothing so as to expose the chest and waist; give two or three quick, smarting slaps on the chest with the open hand.

If the patient does not revive proceed immediately as follows:

RULE II. TO EXPEL WATER FROM THE STOMACH AND CHEST (See Fig. I). Separate the jaws and keep them apart by placing between

V. Disasters occurring to American shipping at sea and in foreign waters.

The disasters embraced in the foregoing divisions are classified as follows:

1. *Founderings*—Embracing founderings which resulted from the leaking or capsizing of vessels, but not those which resulted from collision, stranding, or striking any sunken wreck, or against piers, snags, or ice.

2. *Strandings*—Embracing disasters resulting from running aground, striking a rock, reef, bar, or other natural object, although the vessel may have foundered as a result of such casualty.

3. *Collisions*—Embracing all collisions between vessels only.

4. *Other causes*—Embracing disasters resulting from various causes, as follows:

Fire, irrespective of results; scuttling or any intentional damage to vessels; collisions with fields or quantities of ice, although vessels may be sunk thereby; striking on sunken wrecks, anchors, buoys, piers, or bridges; leakage (except when vessel foundered or went ashore for safety); loss of masts, sails, boats, or any portion of vessels' equipments; capsizing, when vessels did not sink; damage to machinery; fouling of anchors; striking of lightning; explosion of boilers; breakage of wheels; also water-logged, missing, and abandoned vessels.

ADDITIONAL STATISTICS FOR THE FISCAL YEAR ENDING JUNE 30, 1901.

Since the publication of the annual statement for the fiscal year ending June 30, 1901, information has been received of the occurrence of disasters during the year to 47 American vessels, involving the loss of 9 lives; also the loss of 15 lives on 13 vessels suffering no other casualty.

Disasters to vessels and divisions in which they occurred.

Nature of disaster, etc.	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	At sea and in foreign waters.	Total.
Founderings:						
Vessels	3	.....	.....	2	.....	5
Tonnage	382	.....	.....	58	.....	440
Passengers	.....	.....	.....	.....	.....	.....
Crews	5	.....	.....	4	.....	9
Lives lost	.....	.....	.....	.....	.....	.....
Strandings:						
Vessels	7	2	1	.....	1	11
Tonnage	249	419	182	.....	156	1,006
Passengers	.....	.....	260	.....	.....	260
Crews	38	24	16	.....	10	88
Lives lost	.....	.....	.....	.....	.....	.....
Collisions:						
Vessels	3	.....	1	.....	.....	4
Tonnage	2,102	.....	1,739	.....	.....	3,841
Passengers	.....	.....	.....	.....	.....	.....
Crews	56	.....	18	.....	.....	74
Lives lost	.....	.....	.....	.....	.....	.....
Other causes:						
Vessels	2	2	4	6	13	27
Tonnage	40	786	2,238	1,577	13,144	17,785
Passengers	.....	43	.....	41	107	191
Crews	8	30	25	119	236	418
Lives lost	.....	.....	.....	.....	9	9
Totals:						
Vessels	15	4	6	8	14	47
Tonnage	2,773	1,205	4,159	1,635	13,300	23,072
Passengers	.....	43	260	41	107	451
Crews	107	54	59	123	246	589
Lives lost	.....	.....	.....	.....	9	9

Disasters to vessels and divisions in which they occurred—Continued.

Nature of disaster, etc.	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	At sea and in foreign waters.	Total.
Vessels totally lost:						
Vessels	13	1	.....	1	4	19
Tonnage	1,012	112	.....	98	673	1,895
Passengers	.....	.....	.....	.....	.....	.....
Crews	41	7	.....	7	19	74
Lives lost	.....	.....	.....	.....	9	9
Vessels damaged:						
Vessels	2	3	6	7	10	28
Tonnage	1,761	1,093	4,159	1,537	12,627	21,177
Passengers	.....	43	260	41	107	451
Crews	66	47	59	116	227	515
Lives lost	.....	.....	.....	.....	.....	.....
Vessels not damaged:						
Vessels	5	.....	.....	5	3	13
Tonnage	4,270	.....	.....	1,124	621	6,015
Passengers	150	.....	.....	64	1	215
Crews	97	.....	.....	110	86	293
Lives lost	6	.....	.....	5	4	15
Aggregate:						
Vessels	20	4	6	13	17	60
Tonnage	7,043	1,205	4,159	2,759	13,921	29,087
Passengers	150	43	260	105	108	666
Crews	204	54	59	233	332	882
Lives lost	6	.....	.....	5	13	24

Of the lives lost, reported above, 4 were lost from the American schooner *Leonora*, of Bucksport, Me., which sailed from Boston, Mass., on October 16, 1900, since which time she has not been heard from; 5 were lost from the American schooner *Florence Nightingale*, of New Bedford, Mass., which sailed from her home port for Cape Verde Islands on January 8, 1901, since which time she has not been heard from, and 15 were lost from 16 vessels sustaining no damages, as follows: Seven fell overboard; 2 by vessels colliding; 3 by the capsizing of small boats belonging to vessels; 1 was caught in machinery and killed; 1 jumped overboard while intoxicated, and 1 was drawn overboard by a line fast to a whale.

As the foregoing could not properly be included in the report for the fiscal year just closed, the general summary table of the previous year, amended so as to include the particulars furnished by the wreck reports relative to the disasters mentioned above, is reprinted. The table will be convenient for comparison with the corresponding table in the statements of the present and other years.

Summary of disasters to vessels which occurred on and near the coasts and on the rivers of the United States, and to American vessels at sea and on the coasts of foreign countries, during the year ending June 30, 1901.

Nature of disaster, etc.	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	At sea or in foreign waters.	Total.
Founderings.						
Number of vessels	54	4	19	10	12	99
Tonnage of vessels totally lost	7,147	56	8,227	142	3,536	19,108
Tonnage of vessels damaged	1,453	.....	1,381	530	.....	3,364
Value of vessels.....dollars	309,315	17,350	305,700	31,200	96,600	760,165
Value of cargoes.....do	280,820	200	44,165	1,830	39,485	361,500
Loss to vessels.....do	228,965	17,350	269,500	16,150	96,600	628,565
Loss to cargoes.....do	232,910	200	39,915	655	39,485	313,165
Insurance on vessels.....do	67,250	.....	111,220	2,300	33,310	214,080
Insurance on cargoes.....do	26,800	.....	25,135	.....	23,375	75,310
Laden	36	1	15	6	11	69

Summary of disasters to vessels which occurred on and near the coasts, etc.—Continued.

Nature of disaster, etc.	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	At sea or in foreign waters.	Total.
Founderings—Continued.						
In ballast	18	3	4	4	1	30
Wrecks involving total loss	39	4	16	2	12	73
Casualties involving partial and unknown damage	15	.....	4	8	.....	27
Number of passengers	248	.....	9	.....	.....	257
Number in crews	210	8	117	61	60	456
Total on board	458	8	126	61	60	713
Number of lives lost	9	.....	40	.....	5	54
Strandings.						
Number of vessels	189	65	81	16	26	377
Tonnage of vessels totally lost	20,839	15,823	4,435	276	5,391	46,764
Tonnage of vessels damaged	46,216	21,695	100,859	6,298	24,196	199,264
Value of vessels.....dollars..	3,602,485	2,662,900	5,126,600	406,250	2,214,300	14,012,535
Value of cargoes.....do....	943,505	1,355,555	1,373,450	175,750	853,940	4,702,200
Loss to vessels.....do....	978,235	1,252,300	360,305	42,125	629,550	3,262,515
Loss to cargoes.....do....	292,015	594,650	36,785	14,450	210,065	1,147,965
Insurance on vessels.....do....	1,118,150	965,300	3,682,745	293,500	1,590,675	7,650,370
Insurance on cargoes.....do....	307,335	66,700	543,025	7,500	641,050	1,565,610
Laden	115	42	61	8	21	247
In ballast	74	23	20	8	5	130
Wrecks involving total loss	99	40	15	4	12	170
Casualties involving partial and unknown damage	1	25	66	12	14	118
Number of passengers	2,636	443	603	154	149	3,985
Number in crews	1,470	1,210	1,011	291	536	4,518
Total on board	4,106	1,653	1,614	445	685	8,503
Number of lives lost	25	133	13	.....	1	172
Collisions.						
Number of vessels	216	20	100	44	30	410
Tonnage of vessels totally lost	3,526	3,576	4,370	677	694	12,843
Tonnage of vessels damaged	201,643	19,584	149,516	31,093	53,459	455,295
Value of vessels.....dollars..	11,109,950	976,800	8,424,000	1,080,300	642,870	22,233,920
Value of cargoes.....do....	2,027,795	99,500	1,639,960	104,300	409,230	4,280,785
Loss to vessels.....do....	354,985	109,370	465,960	51,160	85,720	1,067,195
Loss to cargoes.....do....	60,400	14,500	23,860	5,050	28,550	132,360
Insurance on vessels.....do....	6,032,065	265,500	4,206,350	419,900	151,030	11,074,845
Insurance on cargoes.....do....	1,294,420	.....	499,705	14,000	20,000	1,828,125
Laden	102	8	65	18	12	205
In ballast	74	8	29	20	7	138
Unknown whether laden or not	40	4	6	6	11	67
Wrecks involving total loss	17	1	5	3	6	32
Casualties involving partial and unknown damage	199	19	95	41	24	378
Number of passengers	4,091	505	157	518	.....	5,271
Number in crews	2,552	294	1,359	680	270	5,155
Total on board	6,643	799	1,516	1,198	270	10,426
Number of lives lost	9	.....	9	3	6	27
Other causes.						
Number of vessels	112	19	83	78	134	426
Tonnage of vessels totally lost	4,073	879	1,501	4,109	15,245	25,807
Tonnage of vessels damaged	45,759	7,505	56,416	18,335	153,168	281,183
Value of vessels .....dollars..	4,271,650	650,000	3,328,075	1,545,900	11,891,375	21,687,000
Value of cargoes .....do....	439,290	37,940	849,935	676,920	3,102,410	5,106,495
Loss to vessels.....do....	381,250	169,850	458,440	349,800	775,230	2,134,570
Loss to cargoes.....do....	84,565	2,600	99,900	145,770	220,350	553,185
Insurance on vessels.....do....	2,710,350	287,800	1,573,170	705,000	8,464,425	13,740,745
Insurance on cargoes.....do....	332,850	32,500	459,705	256,740	1,337,035	2,418,830
Laden	48	6	47	31	109	241
In ballast	64	12	36	47	24	183
Unknown whether laden or not	.....	1	.....	.....	1	2
Wrecks involving total loss	24	7	8	30	30	99
Casualties involving partial and unknown damage	88	12	75	48	104	327
Number of passengers	1,129	475	348	1,543	2,702	6,197
Number in crews	1,193	234	956	1,601	3,517	7,501
Total on board	2,322	709	1,304	3,144	6,219	13,698
Number of lives lost	6	.....	12	16	160	194
Recapitulation.						
Number of vessels	571	108	283	148	202	1,312
Tonnage of vessels totally lost	35,585	20,334	18,533	5,204	24,866	104,522
Tonnage of vessels damaged	295,071	48,784	308,172	56,256	230,823	939,106
Aggregate tonnage	330,656	69,118	326,705	61,460	255,689	1,043,628

Summary of disasters to vessels which occurred on and near the coasts, etc.—Continued.

Naturo of disaster, etc.	Atlantic and gulf coasts.	Facific coast.	Great Lakes.	Rivers.	At sea or in foreign waters.	Total.
Recapitulation—Continued.						
Laden	301	57	188	63	153	762
In ballast	230	46	89	79	37	481
Unknown whether laden or not	40	5	6	6	12	69
Wrecks involving total loss	175	52	44	39	60	370
Casualties involving partial and unknown damage	396	56	239	109	142	942
Number of passengers	8,104	1,423	1,117	2,215	2,851	15,710
Number in crews	5,425	1,746	3,443	2,633	4,383	17,630
Total on board	13,529	3,169	4,560	4,848	7,234	33,340
Number of lives lost	49	133	74	19	172	a447
Total value of vessels.....dollars..	19,293,400	4,307,050	17,184,375	3,063,650	14,845,145	58,693,620
Total value of cargoes.....do....	3,691,410	1,493,495	3,907,510	958,800	4,405,065	14,456,280
Aggregate.....do....	22,984,810	5,800,545	21,091,885	4,022,450	19,250,210	73,149,900
Total losses to vessels.....do....	1,943,435	1,548,870	1,554,205	459,235	1,587,100	7,092,845
Total losses to cargoes.....do....	669,890	611,950	200,460	165,925	498,450	2,146,675
Aggregate.....do....	2,613,325	2,160,820	1,754,665	625,160	2,085,550	9,239,520
Total insurance on vessels.....do....	9,927,815	1,518,600	9,573,485	1,420,700	10,239,440	32,680,040
Total insurance on cargoes.....do....	1,961,405	99,200	1,527,570	278,240	2,021,460	5,887,875
Aggregate.....do....	11,889,220	1,617,800	11,101,055	1,698,940	12,260,900	38,567,915

a In addition to the number of lives lost here reported, 259 lives were lost in cases where no other casualty occurred to the vessels, making the total number of lives lost 706.

COMPARATIVE STATEMENT.

The subjoined table shows by localities the total number of vessels meeting with casualties, the total value of such vessels and their cargoes, the total losses to both and the total tonnage involved, and the tonnage of vessels totally lost during the fiscal years 1900–1901 and 1901–2, with the percentage of increase or decrease of the latter compared with the former:

	1900–1901.	1901–2.	Increase (+) or decrease (−).
Number of vessels involved:			
Atlantic and Gulf coasts	556	604	+ 8.63
Pacific coast	104	99	− 4.81
Great Lakes	277	305	+10.11
Rivers	140	121	−13.57
At sea and in foreign waters	188	177	− 5.85
Aggregate	1,265	1,306	+ 3.24
Value of vessels and cargoes:			
Atlantic and Gulf coasts	$22,728,100	$28,264,735	+24.36
Pacific coast	5,702,825	3,816,585	−33.08
Great Lakes	20,799,385	23,913,980	+14.97
Rivers	3,896,150	3,160,390	−18.88
At sea and in foreign waters	17,671,610	9,418,375	−46.70
Aggregate	70,798,070	68,574,065	− 3.14
Losses to vessels and cargoes:			
Atlantic and Gulf coasts	$2,579,090	$4,240,575	+64.42
Pacific coast	2,130,780	787,095	−63.06
Great Lakes	1,727,565	2,227,685	+29.00
Rivers	611,910	970,685	+58.63
At sea and in foreign waters	2,035,150	2,648,360	+30.13
Aggregate	9,084,495	10,874,400	+19.70

PACIFIC COAST.

TABLE 13.—*Abstract of returns of disasters to vessels on the Pacific coast during the year ending June 30, 1902, showing the number and value of vessels and cargoes and amount of loss to the same where known.*

Months.	Number and value of vessels.		Vessels, value unknown.	Number and value of cargoes.		Cargoes, value unknown.	Unknown whether laden or not.
	Number.	Amount.		Number.	Amount.		
July	9	$384,000	1	7	$105,400	.....	1
August	10	322,200	.....	3	20,800	.....	.....
September	3	160,000	.....	1	16,000	.....	.....
October	9	361,000	.....	1	1,000	.....	.....
November	9	373,000	2	4	10,075	.....	2
December	11	265,300	1	9	41,525	.....	1
January	16	815,000	1	7	38,700	.....	1
February	7	63,300	.....	4	61,785	.....	.....
March	7	88,000	1	4	114,600	.....	1
April	9	496,200	.....	4	13,500	.....	.....
May	1	30,000	.....	1	1,200	.....	.....
June	2	30,000	.....	1	4,000	.....	.....
Total	93	3,388,000	6	46	428,585	.....	6

Months.	Loss to vessels.		Vessels totally lost, amount unknown.	Vessels damaged, amount unknown.[a]	Loss to cargoes.		Cargoes totally lost, amount unknown.	Cargoes not damaged, or damage unknown.
	Number.	Amount.			Number.	Amount.		
July	9	$179,370	.....	1	3	$39,000	.....	5
August	9	113,200	1	.....	.....	.....	.....	3
September	3	24,000	.....	.....	.....	.....	.....	1
October	9	105,059	.....	.....	1	1,000	.....	.....
November	9	90,550	.....	2	1	75	.....	5
December	11	74,100	.....	1	2	4,400	.....	8
January	15	52,800	.....	2	.....	.....	.....	8
February	7	15,400	.....	.....	2	800	.....	2
March	7	20,000	.....	1	2	5,100	.....	3
April	9	22,700	.....	.....	2	2,600	.....	2
May	1	30,000	.....	.....	1	1,200	.....	.....
June	2	5,750	.....	.....	.....	.....	.....	1
Total	91	732,920	1	7	14	54,175	.....	38

[a] In this column are included the casualties in which no damage was sustained by the vessels, for the number of which see appropriate column in Table 14.

TABLE 14.—*Abstract of returns of disasters to vessels on the Pacific coast during the year ending June 30, 1902, showing the number of vessels totally lost, the number damaged, and their tonnage, the number of persons on board, and number of lives lost.*

Month.	Disasters resulting in total loss to vessels.	Disasters resulting in partial damage to vessels.	Total or partial loss unknown.	Casualties resulting in no damage to vessels.	Total.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Number of passengers.	Number in crews, including master, etc.	Number of lives lost.
July	3	6	1	.....	10	4,287	5,233	223	193	.....
August	4	6	.....	.....	10	368	3,447	116	187	41
September	1	2	.....	.....	3	184	3,016	.....	54	.....
October	4	5	.....	.....	9	678	3,959	14	114	.....
November	4	5	2	.....	11	740	6,527	90	136	4
December	2	9	1	.....	12	282	8,306	55	111	2
January	4	11	1	1	17	287	10,808	514	291	.....
February	4	3	.....	.....	7	290	921	1	41	.....
March	3	4	1	.....	8	407	5,146	.....	46	1
April	5	4	.....	.....	9	110	5,254	.....	143	.....
May	1	.....	.....	.....	1	710	.....	.....	6	.....
June	1	1	.....	.....	2	295	232	.....	26	.....
Total	36	56	6	1	99	8,638	52,849	1,013	1,348	48

TABLE 15.—*Abstract of returns of disasters to vessels on the Pacific coast during the year ending June 30, 1902, showing the number of vessels and cargoes insured and uninsured, and the amount of insurance, where known.*

Month.	Vessels reported insured.		Cargoes reported insured.		Total amount of insurance.	Reported not insured.		Unknown whether insured or not.		Vessels in ballast.
	Number.	Amount.	Number.	Amount.		Vessels.	Cargoes.	Vessels.	Cargoes.	
July	6	$145,000	1	$5,000	$150,000	1	4	3	3	2
August	3	107,000	1	10,000	117,000	5	1	2	1	7
September	3	156,000	.....	.....	156,000	.....	1	.....	.....	2
October	7	304,350	.....	.....	304,350	2	1	.....	.....	8
November	2	16,000	.....	.....	16,000	6	2	3	4	5
December	4	64,750	1	9,000	73,750	6	5	2	4	2
January	10	577,500	2	8,500	586,000	5	2	2	4	9
February	4	45,000	1	60,485	105,485	3	2	.....	1	3
March	4	60,750	1	100,000	160,750	3	3	1	1	3
April	4	222,700	1	2,500	225,200	4	1	1	2	5
May	.....	.....	.....	.....	.....	1	1	.....	.....	.....
June	2	21,000	.....	.....	21,000	.....	1	.....	.....	1
Total	49	1,720,050	8	195,485	1,915,535	36	24	14	20	47

TABLE 16.—*Abstract of returns of disasters to vessels on the Pacific coast during the year ending June 30, 1902, distinguishing the nature of each casualty.*

Nature of casualty.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Foundered	.....	.....	.....	.....	.....	.....	.....	1	1	1	.....	.....	3
Stranded	5	5	1	4	2	6	5	4	3	6	1	1	43
Collided	2	.....	.....	2	6	3	12	.....	4	2	.....	.....	31
Damage to hull, masts, rigging, etc	.....	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	.....	2
Damage to machinery	1	1	1	1	1	.....	.....	.....	.....	.....	.....	1	6
Fire	2	2	1	2	.....	1	.....	1	.....	.....	.....	.....	9
Ice	.....	1	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	3
Sprung a leak	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Struck pile, wharf, etc	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Total	10	10	3	9	11	12	17	7	8	9	1	2	99

TABLE 17.—*Abstract of returns of disasters (excluding collisions) to vessels on the Pacific coast during the year ending June 30, 1902, distinguishing the cause of each disaster.*

Class and cause of disaster.	Foun-derings.	Strand-ings.	Other causes.	Total.
Class 1.—Causes connected with the weather:				
Calms, currents, and tides	.....	2	.....	2
Fog	.....	8	.....	8
Gales, hurricanes, etc	3	20	2	25
Heavy sea	.....	6	.....	6
Snowstorms	.....	1	.....	1
Total	3	37	2	42
Class 3.—Causes connected with navigation and seamanship:				
Errors of masters, officers, and crews	.....	2	.....	2
Error of pilots	.....	1	.....	1
Total	.....	3	.....	3
Class 4.—Causes connected with machinery or boilers:				
Damage to machinery	.....	.....	6	6
Class 5.—Other causes:				
Fire	.....	.....	8	8
Ice	.....	.....	3	3
Spontaneous combustion	.....	.....	1	1
Struck rock, pile, etc	.....	2	1	3
Miscellaneous	.....	1	1	2
Total	.....	3	14	17
Aggregate	3	43	22	68

NOTE.—Class 2 includes disasters arising from causes connected with vessels, equipments, or stowage. No casualties are reported in this class.

TABLE 18.—*Abstract of returns of disasters to vessels on the Pacific coast during the year ending June 30, 1902, showing the number of vessels collided and distinguishing the cause of each disaster.*

Cause of disaster.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Bad management	....	....	....	....	....	....	2	....	....	....	....	....	2
Carelessness	....	....	....	....	....	....	1	....	....	....	....	....	1
"Fault of other vessel"	....	....	....	....	....	....	1	....	....	....	....	....	1
Fog	....	....	....	2	2	....	2	....	....	....	....	....	6
High and baffling winds	....	....	....	....	....	....	6	....	2	....	....	....	8
Missed stays	1	....	....	....	....	....	....	....	....	....	....	....	1
Misunderstanding signals	....	....	....	....	....	3	....	....	....	2	....	....	5
Tides and currents	....	....	....	....	4	....	....	....	....	....	....	....	4
Miscellaneous	....	....	....	....	....	....	....	....	2	....	....	....	2
Unknown	1	....	....	....	....	....	....	....	....	....	....	....	1
Total	2	....	....	2	6	3	12	....	4	2	....	....	31

TABLE 19.—*Abstract of returns of disasters to vessels on the Pacific coast during the year ending June 30, 1902, showing the number of vessels and distinguishing their description.*

Description of vessels.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Barges	1	....	....	1	1	....	....	....	....	....	1	....	4
Barks	3	1	....	....	1	1	....	1	1	....	....	....	8
Barkentines	....	....	....	....	....	....	....	....	1	....	....	....	1
Schooners	1	2	....	2	2	6	3	5	5	5	....	1	32
Scows	....	1	....	....	....	....	1	....	....	2	....	....	4
Ships	1	....	....	....	1	2	....	....	....	....	....	....	4
Steamers	4	6	3	6	6	3	13	1	1	2	....	1	46
Total	10	10	3	9	11	12	17	7	8	9	1	2	99

TABLE 20.—*Abstract of returns of disasters to foreign vessels on the Pacific coast during the year ending June 30, 1902, showing nationality and description, and distinguishing those totally lost and those partially damaged.*

Nationality and rig.	July.		August.		November.		December.		March.		Total.		Aggregate.
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	
British barks	....	....	....	1	....	....	....	....	....	....	....	1	1
British ships	....	1	....	....	....	1	....	....	....	....	....	2	2
British steamships	....	....	....	1	....	....	....	....	....	....	....	1	1
German barks	....	....	....	....	....	....	....	1	....	....	....	1	1
Norwegian steamships	....	....	....	....	....	....	....	....	....	1	....	1	1
Total	....	1	....	2	....	1	....	1	....	1	....	6	6
Aggregate	1		2		1		1		1		6		

TABLE 21.—*Abstract of returns of disasters to vessels on the Pacific coast during the year ending June 30, 1902, showing the tonnage and distinguishing the number of those totally lost and those partially damaged.*

Burden of vessels.	July.		August.		September.		October.		November.		December.		January.		Aggregate.
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	
Not exceeding 50 tons	....	1	1	....	....	....	1	....	3	....	1	....	1	1	
Over 50 and not exceeding 100 tons	....	....	....	....	....	....	....	2	....	1	....	....	2	1	
Over 100 and not exceeding 200 tons	....	1	1	1	1	1	1	....	....	....	....	2	1	1	
Over 200 and not exceeding 300 tons	....	....	1	2	....	....	2	....	....	....	....	1	....	1	
Over 300 and not exceeding 400 tons	....	1	....	....	....	....	....	....	....	....	1	1	....	2	
Over 400 and not exceeding 500 tons	....	....	....	....	....	....	....	....	....	2	....	1	....	1	
Over 500 and not exceeding 600 tons	1	....	....	....	....	....	....	1	....	....	....	....	....	2	
Over 600 and not exceeding 700 tons	....	....	....	1	....	....	....	1	1	....	....	1	....	....	
Over 700 and not exceeding 800 tons	....	....	....	1	....	....	....	....	....	....	....	....	....	1	
Over 800 and not exceeding 900 tons	....	1	....	....	....	....	....	....	....	....	....	1	....	....	
Over 900 and not exceeding 1,000 tons	....	2	....	....	....	....	....	....	....	....	....	....	....	....	
Over 1,000 and not exceeding 1,100 tons	....	....	....	....	....	....	....	....	....	1	....	....	....	....	
Over 1,100 and not exceeding 1,200 tons	1	....	....	....	....	....	....	....	....	....	....	....	....	....	
Over 1,200 and not exceeding 1,300 tons	....	....	....	....	....	....	....	....	....	....	....	....	....	....	
Over 1,300 and not exceeding 1,400 tons	....	....	....	1	....	....	....	....	....	....	....	....	....	....	
Over 1,400 tons	1	1	....	....	....	1	....	1	....	2	....	3	....	2	
Unknown	....	....	1	....	....	....	....	....	....	1	....	....	....	1	
Total	3	7	4	6	1	2	4	5	4	7	2	10	4	13	
Aggregate	10		10		3		9		11		12		17		

Burden of vessels.	February.		March.		April.		May.		June.		Total.		Aggregate.
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	
Not exceeding 50 tons	3	2	2	1	4	....	....	....	....	....	16	5	21
Over 50 and not exceeding 100 tons	....	....	....	1	1	....	....	....	....	....	3	5	8
Over 100 and not exceeding 200 tons	....	....	....	....	....	2	....	....	....	....	4	8	12
Over 200 and not exceeding 300 tons	1	....	....	....	....	....	....	....	1	1	5	5	10
Over 300 and not exceeding 400 tons	....	....	1	....	....	....	....	....	....	....	2	4	6
Over 400 and not exceeding 500 tons	....	....	....	....	....	....	....	....	....	....	....	4	4
Over 500 and not exceeding 600 tons	....	....	....	1	....	....	....	....	....	....	1	4	5
Over 600 and not exceeding 700 tons	....	....	....	....	....	....	....	....	....	....	1	3	4
Over 700 and not exceeding 800 tons	....	....	....	....	....	....	1	....	....	....	1	2	3
Over 800 and not exceeding 900 tons	....	1	....	....	....	....	....	....	....	....	....	3	3
Over 900 and not exceeding 1,000 tons	....	....	....	1	....	....	....	....	....	....	....	3	3
Over 1,000 and not exceeding 1,100 tons	....	....	....	....	....	....	....	....	....	....	....	1	1
Over 1,100 and not exceeding 1,200 tons	....	....	....	....	....	....	....	....	....	....	1	....	1
Over 1,200 and not exceeding 1,300 tons	....	....	....	....	....	....	....	....	....	....	....	....	....
Over 1,300 and not exceeding 1,400 tons	....	....	....	....	....	....	....	....	....	....	....	1	1
Over 1,400 tons	....	....	....	1	....	2	....	....	....	....	1	13	1
Unknown	....	....	....	....	....	....	....	....	....	....	1	2	3
Total	4	3	3	5	5	4	1	....	1	1	36	63	99
Aggregate	7		8		9		1		2		99		

NOTE.—In the columns of "Partial loss" in this table are included the casualties in which the vessels sustained no damage, for the number of which see appropriate column in Table 14.

TABLE 22.—*Abstract of returns of disasters to vessels on the Pacific coast during the year ending June 30, 1902, showing the number of vessels and distinguishing age.*

Age.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Not exceeding 5 years	2	5	....	4	1	5	4	....	1	3	1	....	26
Over 5 and not exceeding 10 years	2	1	1	1	4	....	2	1	1	....	....	....	13
Over 10 and not exceeding 15 years	....	1	2	3	1	2	5	....	1	2	....	1	18
Over 15 and not exceeding 20 years	2	....	....	....	1	1	3	2	....	1	....	....	10
Over 20 and not exceeding 25 years	....	2	....	....	1	1	2	....	1	2	....	....	9
Over 25 and not exceeding 30 years	2	....	....	1	2	2	....	....	2	1	....	....	10
Over 30 and not exceeding 35 years	1	....	....	....	....	1	....	3	1	....	....	1	7
Over 35 and not exceeding 40 years	1	....	....	....	....	....	....	....	....	....	....	....	1
Over 40 and not exceeding 45 years	....	....	....	....	....	....	....	1	1	....	....	....	2
Over 45 and not exceeding 50 years	....	....	....	....	....	....	....	....	....	....	....	....	....
Over 50 years	....	....	....	....	....	....	....	....	....	....	....	....	....
Unknown	....	1	....	....	1	....	1	....	....	....	....	....	3
Total	10	10	3	9	11	12	17	7	8	9	1	2	99

TABLE 23.—*Abstract of returns of disasters to vessels on the Pacific coast during the year ending June 30, 1902, showing the number of vessels and distinguishing their cargoes.*

Cargoes.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Ballast	2	7	2	8	5	2	9	3	3	5	....	1	47
Coal	1	....	1	1	....	2	....	1	....	....	....	....	6
Fish	....	1	....	....	....	....	....	....	....	....	....	....	1
Lumber	3	1	....	....	2	4	2	1	3	1	....	1	18
Merchandise (general)	2	....	....	....	2	2	2	1	....	2	....	....	11
Provisions	1	....	....	....	....	....	....	....	....	....	....	....	1
Stone	....	....	....	....	....	....	....	....	....	....	1	....	1
Sugar, molasses, etc	....	1	....	....	....	....	1	1	1	....	....	....	4
Miscellaneous	....	....	....	....	....	1	2	....	....	1	....	....	4
Unknown	1	....	....	....	2	1	1	....	1	....	....	....	6
Total	10	10	3	9	11	12	17	7	8	9	1	2	99

TABLE 24.—SUMMARY, PACIFIC COAST.

Nature of casualties.	Vessels.	Tonnage of vessels— Totally lost.	Tonnage of vessels— Damaged.	Aggregate tonnage.	Laden.	Ballast.	Unknown whether laden or not.	Wrecks involving total loss.	Casualties involving partial and unknown damage.[a]	Number of passengers.	Number in crews.	Total on board.	Number of lives lost.
Founderings	3	35	35	70	1	2	.....	2	1	.....	5	5	....
Strandings	43	6,063	13,170	19,233	22	21	.....	25	18	330	499	829	2
Vessels collided	31	905	30,355	31,260	12	13	6	3	28	527	442	969	5
Other causes	22	1,635	9,289	10,924	11	11	.....	6	16	156	402	558	41
Total	99	8,638	52,849	61,487	46	47	6	36	63	1,013	1,348	2,361	48

[a] In this column are included the casualties in which no damage was sustained by the vessels, for the number of which see appropriate column in Table 14.

GREAT LAKES.

TABLE 25.—*Abstract of returns of disasters to vessels on the Great Lakes during the year ending June 30, 1902, showing the number and value of vessels and cargoes and amount of loss to same where known.*

Month.	Number and value of vessels. Number.	Number and value of vessels. Amount.	Vessels, value unknown.	Number and value of cargoes. Number.	Number and value of cargoes. Amount.	Cargoes, value unknown.	Unknown whether laden or not.
July	34	$3,411,300	1	23	$212,110	.....	1
August	28	1,682,900	.....	18	156,350	.....	.....
September	35	1,521,950	1	27	423,560	.....	.....
October	48	3,154,200	1	31	552,475	.....	1
November	40	1,590,775	2	26	148,055	.....	2
December	16	897,500	.....	10	208,300	.....	.....
January	1	90,000	.....	1	30,000	.....	.....
February	.....	.....	.....	.....	.....	.....	.....
March	1	1,500	.....	.....	.....	.....	.....
April	38	4,134,700	.....	27	620,565	.....	.....
May	28	1,795,500	.....	22	156,645	.....	.....
June	30	2,881,400	1	22	244,195	.....	1
Total	299	21,161,725	6	207	2,752,255	.....	5

Month.	Loss to vessels. Number.	Loss to vessels. Amount.	Vessels totally lost, amount unknown.	Vessels damaged, amount unknown.[a]	Loss to cargoes. Number.	Loss to cargoes. Amount.	Cargoes totally lost, amount unknown.	Cargoes not damaged, or damage unknown.
July	32	$204,500	.....	3	6	$16,550	.....	18
August	24	92,715	.....	4	13	31,020	.....	5
September	35	391,785	.....	1	17	114,790	.....	10
October	43	264,970	.....	6	16	33,225	.....	16
November	37	223,925	.....	5	15	26,155	.....	13
December	15	148,550	.....	1	5	10,550	.....	5
January	1	30,000	.....	.....	1	20,000	.....	.....
February	.....	.....	.....	.....	.....	.....	.....	.....
March	1	1,500	.....	.....	.....	.....	.....	.....
April	36	164,750	.....	2	17	22,895	.....	10
May	23	86,000	.....	5	10	27,380	.....	12
June	26	301,200	.....	5	7	15,225	1	15
Total	273	1,909,895	.....	32	107	317,790	1	104

[a] In this column are included the casualties in which no damage was sustained by the vessels, for the number of which see appropriate column in Table 26.

TABLE 26.—*Abstract of returns of disasters to vessels on the Great Lakes during the year ending June 30, 1902, showing the number of vessels totally lost, the number damaged and their tonnage, the number of persons on board, and number of lives lost.*

Month.	Disasters resulting in total loss to vessels.	Disasters resulting in partial damage to vessels.	Total or partial loss unknown.	Casualties resulting in no damage to vessels.	Total.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Number of passengers.	Number in crews, including master, etc.	Number of lives lost.
July	3	29	1	2	35	1,665	59,959	471	539	2
August	6	18	2	2	28	1,317	33,114	11	311	.....
September	13	23	.....	.....	36	7,537	20,157	1,398	525	29
October	11	35	.....	3	49	4,775	53,889	216	634	4
November	13	24	2	3	42	3,431	34,207	.....	361	1
December	1	14	.....	1	16	347	12,574	.....	161	1
January	.....	1	.....	.....	1	.....	924	9	28	.....
February	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
March	1	.....	.....	.....	1	185	.....	.....	4	.....
April	4	13	13	8	38	835	61,686	.....	543	6
May	1	20	.....	7	28	968	32,143	105	354	1
June	5	19	3	4	31	2,092	44,892	112	461	18
Total	58	196	21	30	305	23,152	353,545	2,322	3,921	62

TABLE 60.—*Abstract of returns of disasters to American vessels at sea and in foreign waters during the year ending June 30, 1902, showing the number of vessels and distinguishing their cargoes.*

Cargoes.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Ballast	2	4	3	2	4	3	2	5	3	2	4	2	36
Coal	5	2	5	....	7	4	4	3	1	1	1	....	33
Explosives	....	....	....	....	....	....	....	....	....	....	....	1	1
Fertilizers	....	1	....	....	....	....	1	....	....	....	....	1	3
Fish, oysters, etc	....	....	....	3	1	....	1	1	2	1	....	....	9
Fruit, coffee, nuts, etc	....	....	1	....	....	....	1	....	....	....	....	1	3
Ice	....	....	1	....	....	....	....	....	....	....	....	1	2
Iron, iron ore, etc	....	....	1	....	....	....	....	....	....	....	....	....	1
Logwood	....	....	....	....	1	....	....	1	....	....	....	....	2
Lumber	2	....	1	....	7	5	2	8	3	2	1	....	31
Mahogany	....	....	....	....	....	....	....	....	....	....	1	....	1
Merchandise (general)	....	2	4	1	2	1	1	4	....	....	2	2	19
Naphtha	1	....	....	....	....	....	....	....	....	....	....	....	1
Naval stores	....	....	....	....	....	....	1	....	....	1	....	1	3
Petroleum	....	....	....	....	1	2	....	2	1	....	....	....	6
Provisions	2	1	....	....	....	....	....	....	....	....	....	....	3
Railroad iron	....	....	....	....	....	....	1	....	....	....	....	....	1
Salt	....	....	....	....	1	....	....	2	....	....	....	1	4
Stone, brick, etc	....	....	1	....	1	....	....	....	....	....	1	....	3
Sugar, molasses, etc	....	....	....	....	....	....	....	....	....	1	....	1	2
Whale oil	....	....	....	....	....	....	....	....	1	....	....	....	1
Wood	....	....	....	....	....	1	....	....	....	....	....	....	1
Miscellaneous	1	....	....	....	1	....	1	2	2	1	....	....	4
Unknown	....	....	1	....	1	....	1	2	1	....	1	....	7
Total	13	10	18	6	26	16	15	28	14	9	11	11	177

TABLE 61.—*Summary—At sea and in foreign waters.*

Nature of casualties.	Vessels.	Tonnage of vessels.		Aggregate tonnage.	Laden.	Ballast.	Unknown, whether laden or not.	Wrecks involving total loss.	Casualties involving partial and unknown damage.[a]	Number of passengers.	Number in crews.	Total on board.	Number of lives lost.
		Totally lost.	Damaged.										
Founderings	20	14,071	.....	14,071	18	2	.....	20	.....	6	129	135	27
Strandings	35	7,871	10,185	18,056	26	9	.....	20	15	130	468	598	2
Vessels collided	26	4,074	19,043	23,117	12	7	7	4	22	115	332	447	43
Other causes	96	14,253	84,079	98,332	78	18	.....	30	66	1,430	1,758	3,188	119
Total	177	40,269	113,307	153,576	134	36	7	74	103	1,681	2,687	4,368	191

[a] In this column are included the casualties in which no damage was sustained by the vessels, for the number of which see appropriate column in Table 62.

TABLE 62.—*Summary of disasters which have occurred to foreign vessels on and near the coasts and on the rivers of the United States during the year ending June 30, 1902.*

	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	Total.
Number of vessels	33	6	3	3	45
Tonnage of vessels totally lost	15,098	.....	.....	.....	15,098
Tonnage of vessels damaged	54,426	11,822	9,096	10,935	86,279
Aggregate tonnage	69,524	11,822	9,096	10,935	101,377
Laden	22	.....	2	.....	24
Ballast	1	2	.....	.....	3
Unknown whether laden or not	10	4	1	3	18
Wrecks involving total loss	10	1	.....	.....	11
Casualties involving partial and unknown damage	23	5	3	3	34
Number of passengers	3	110	.....	.....	113
Number in crews	410	86	13	.....	509
Total on board	413	196	13	.....	622
Number of lives lost	.....	41	1	.....	42
Total value of vessels involved	$1,541,300	$60,000	$13,500	.....	$1,614,800
Total value of cargoes involved	1,958,560	.....	1,660	.....	1,960,220
Aggregate	3,499,860	60,000	15,160	.....	3,575,020
Total losses to vessels	604,700	5,000	10,500	.....	620,200
Total losses to cargoes	520,135	.....	200	.....	520,335
Aggregate	1,124,835	5,000	10,700	.....	1,140,535
Total insurance on vessels	1,000	.....	6,000	.....	7,000
Total insurance on cargoes	.....	.....	1,000	.....	1,000
Aggregate	1,000	.....	7,000	.....	8,000

NOTE.—Besides the foreign vessels above reported 4 others collided with American vessels at sea, involving a tonnage of 9,675.

TABLE 63.—GENERAL SUMMARY.

Nature of casualties.	Number of vessels.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Value of vessels.	Value of cargoes.	Losses to vessels.	Losses to cargoes.
Founderings:							
Atlantic and Gulf coasts	69	17,967	3,201	$508,700	$102,470	$402,150	$87,945
Pacific coast	3	35	35	2,200	600	1,700	600
Great Lakes	18	6,755	10,144	518,650	109,375	314,150	103,885
Rivers	16	1,666	837	95,500	17,350	75,500	9,100
At sea and in foreign waters	20	14,071	.....	279,900	144,040	279,900	144,040
Total	126	40,494	14,217	1,404,950	373,835	1,073,400	345,570
Strandings:							
Atlantic and Gulf coasts	174	35,473	55,512	3,836,975	2,815,995	1,628,815	822,875
Pacific coast	43	6,063	13,170	1,123,800	96,700	460,000	22,575
Great Lakes	115	7,259	148,436	9,645,975	1,224,970	689,735	115,045
Rivers	6	183	2,990	231,700	1,000	56,500	700
At sea and in foreign waters	35	7,871	10,185	658,900	284,800	413,350	189,525
Total	373	56,849	230,293	15,497,350	4,423,465	3,248,400	1,150,720
Vessels collided:							
Atlantic and Gulf coasts	245	4,513	174,361	12,071,700	2,585,535	446,720	55,825
Pacific coast	31	905	30,355	1,609,000	161,800	144,770	.....
Great Lakes	95	4,530	151,681	8,439,000	951,175	490,285	24,680
Rivers	22	42	27,910	1,273,780	103,850	94,950	3,000
At sea and in foreign waters	26	4,074	19,043	909,900	354,960	394,030	166,140
Total	419	14,064	403,350	24,303,380	4,157,310	1,570,755	249,645
Other causes:							
Atlantic and Gulf coasts	116	4,619	50,364	5,161,200	1,182,160	666,415	129,830
Pacific coast	22	1,635	9,289	653,000	169,485	126,450	31,000
Great Lakes	77	4,608	43,284	2,558,100	466,735	415,725	74,180
Rivers	77	5,797	14,405	1,245,050	192,160	656,995	73,940
At sea and in foreign waters	96	14,253	84,079	5,892,200	893,685	822,630	239,645
Total	388	30,912	201,421	15,509,550	2,904,225	2,688,215	548,595
Grand total	1,306	142,319	849,281	56,715,230	11,858,835	8,580,770	2,294,530

TABLE 64.—*Wrecks and casualties on and near the coasts and on the rivers of the United States, etc.*—Continued.

(4) OTHER CAUSES—Continued.

Date of disaster.	Name of vessel.	Description of vessel.	Tons.	Post sailed from.	Port bound to.	Whether resulting in total or partial loss.	Nature of cargo.	Passengers.	Crew.	Lives lost.	Place of disaster.	Nature of casualty.
1902.												
May 20	Charles Killam...	Am. str...	24	.....	.....	No damage.	Ballast	....	4	2	Delaware River	Steam cylinder broke; 2 frightened by escaping steam, jumped overboard.
May 22	Belle	Ferryboat	37	Duluth, Minn	West Superior, Wis .	....do ...	.....do	27	3	1	Duluth, Minn	Fell overboard while intoxicated.
May 26	Jennie Stella	Am. sch ..	292	Fairhaven, Wash ...	San Francisco, Cal..	....do ...	Unknown ..	....	8	1	At sea	Fell overboard.
May 27	Fred Hartweg....	Am. str...	391	Luxora, Ark.....	Cairo, Ill	....do ...	.....do	....	21	1	Mississippi River ...	Lost overboard.
June 1	Commerce.....	Am. sch ..	327	Bois Blanc Island, Mich.	Chicago, Ill.....	....do ...	.....do	....	7	1	Straits of Mackinac.	Fell overboard from small boat.
June 3	Lauretta Curran..	Am. str...	14	Lying at dock	.....	....do ...	Ballast	....	5	1	Baltimore, Md	Fell overboard between boat and wharf.
June 3	James Lee.....	.....do	569	Memphis, Tenn.....	Friars Point, Miss ..	....do ...	Unknown ..	148	64	1	Mississippi River ...	Fell overboard.
June 4	Dixie	.....do	71	Ouachita River, La.	New Orleans, La	....do ...	.....do	....	10	1	.....do	Do.
June 4	Mary Garratt.....	.....do	810	Stockton, Cal.....	San Francisco, Cal..	....do ...	.....do	41	55	1	San Joaquin River, Cal.	Do.
June 5	Violet	Am. sch ..	14	Youngs Island, S. C.	Tuxedo Landing, S. C.	....do ...	Ballast	....	3	1	Cooper River.....	Do.
June 7	Susquehanna.....	Am. str...	462	Port Deposit, Md ...	Baltimore, Md.....	.....	Unknown ..	12	13	1	Chesapeake Bay....	Do.
June 12	Ravenna	.....do	154	Stillwater, Minn....	Muscatine, Iowa....	Partial .	Ballast	2	20	4	Mississippi River ...	Vessel capsized.
June 12	Charles Nelson...	.....do	1,057	Seattle, Wash.....	San Francisco, Cal..	No damage.	Unknown ..	23	24	1	At sea	Fell overboard.
June 13	Henry S. Robbins.	Am. slp...	18	Philadelphia, Pa ...	Port Norris, N. J	Total ...	Fertilizers..	2	3	2	Delaware River	Vessel capsized.
June 15	Tartar	Am. sch. y	12	Chicago, Ill.....	Michigan City, Ind.	No damage.	Ballast	14	6	1	Lake Michigan.....	Knocked overboard by boom.
June 16	Monguagon	Am. sch ..	301	Toledo, Ohio	Port Huron, Mich ..	....do ...	Unknown ..	....	6	1	Lake St. Clair	Fell overboard.
June 17	Lizzie Babcock...	.....do	589	Trinidad, W. I.....	Baltimore, Md.....	....do ...	.....do	4	8	1	Chesapeake Bay....	Fell from aloft.
June 18	John S. Hopkins..	Am. str...	593	Black River, Jamaica.	.....	....do ...	.....do	....	....	1	Ohio River	Fell overboard.
June 19	Hancock	Am. bktn.	412	.....	Providence, R. I....	....do ...	Logwood ...	....	2	1	Providence, R. I	Fell into hold.
June 23	Chili	Am. str...	2,584	Chicago, Ill.....	Buffalo, N. Y.....	....do ...	Grain.....	1	20	2	Lake Huron.....	Fell overboard.
June 26	Libbie Shearn	Am. sch ..	59	Galveston, Tex	Fishing cruise.....	....do ...	Fish	....	10	1	At sea	Washed overboard.
June 29	Glance	Am. str...	18	Excursion trip	.....	....do ...	Ballast	97	4	1	Buffalo Harbor, N.Y	Fell overboard while stepping from one vessel to another.

Totals: Vessels, 222; tonnage, 108,910; total losses, 16; partial losses, 13; no damage, 193; number of passengers, 4,939; number in crews, 3,428; number of lives lost, 490.

TABLE 65.—*Summary of wrecks and casualties on and near the coasts and on the rivers of the United States and at sea and in foreign waters during the year ending June 30, 1902, involving loss of life.*

	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	At sea and in foreign waters.	Total.
Founderings:						
Vessels	12	.....	5	5	4	26
Tonnage	9,162	.....	3,963	463	1,453	15,041
Passengers	7	.....	2	8	1	18
Crews	49	.....	62	69	26	196
Lives lost a	47	.....	39	33	27	146
Strandings:						
Vessels	4	2	2	.....	1	9
Tonnage	2,414	596	2,236	.....	477	5,723
Passengers	.....	.....	.....	.....	.....	.....
Crews	33	21	38	.....	7	99
Lives lost a	9	2	4	.....	2	17
Collisions:						
Vessels	6	3	4	1	3	17
Tonnage	827	856	3,369	42	3,802	8,896
Passengers	205	150	1	.....	67	423
Crews	38	25	39	11	93	206
Lives lost a	9	5	16	3	43	76
Other causes:						
Vessels	3	1	3	10	12	29
Tonnage	378	.....	890	2,859	7,388	11,515
Passengers	.....	109	.....	213	4	326
Crews	15	62	21	201	131	430
Lives lost a	3	41	3	121	119	287
Totals:						
Vessels	25	6	14	16	20	81
Tonnage	12,781	1,452	10,458	3,364	13,120	41,175
Passengers	212	959	3	221	72	707
Crews	195	108	150	281	257	931
Lives lost a	68	48	62	157	191	526
Vessels totally lost:						
Vessels	17	3	11	7	18	56
Tonnage	10,843	1,063	7,968	1,533	12,213	33,620
Passengers	4	959	3	75	72	413
Crews	94	77	102	131	241	645
Lives lost a	55	45	59	98	189	446
Vessels damaged:						
Vessels	8	3	3	9	2	25
Tonnage	1,938	389	2,490	1,831	907	7,555
Passengers	208	.....	.....	146	.....	354
Crews	41	31	18	150	16	286
Lives lost a	13	3	3	59	2	80
Vessels not damaged:						
Vessels	37	16	42	72	38	205
Tonnage	7,288	9,395	36,153	23,323	21,283	97,442
Passengers	174	279	2,281	1,717	173	4,624
Crews	296	376	488	1,394	531	3,025
Lives lost	38	20	49	76	41	224
Aggregate:						
Vessels	62	22	56	88	58	286
Tonnage	20,069	10,847	46,611	26,687	34,403	138,617
Passengers	386	638	2,284	1,938	945	5,391
Crews	371	484	638	1,675	788	3,956
Lives lost	106	68	111	253	252	750

a Exclusive of lives lost on vessels not damaged.

NOTE.—Of the 526 lives lost on vessels sustaining material damage, 286 were lost on steamers and 240 on sailing vessels, as follows: Atlantic and Gulf coasts, steamers 7, sailing vessels 61; Pacific coast, steamers 46, sailing vessels 2; lakes, steamers 45, sailing vessels 17; rivers, steamers 152, sailing vessels 5; at sea, steamers 36, sailing vessels 155.

TABLE 66.—*List of places on the coast of the United States where vessels have stranded during the last ten years.*—Continued.

ATLANTIC AND GULF COASTS.—Continued.

Name of place.	Fiscal year ending June 30—										
	1893.	1494.	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.	Total.
FLORIDA—continued.											
Perdido River (mouth of)	1						1	1		1	4
St. Andrews Bay				2					1	1	4
St. Augustine Bar			1						1		2
St. Georges Island						1		7			8
St. Johns Bar	1	1		1	2		1	1	1	2	10
St. Joseph Point										1	1
Santa Rosa Island	1	1	2	1	2		2				9
Sarasota Pass	1							1	1		3
Sebastian									1		1
Smiths Creek	1										1
Tampa Bay									2		2
Anna Maria Key			1							1	2
Egmont Key									1		1
Mullet Shoal						1			1		2
ALABAMA.											
Mobile Bay and approaches:										2	2
Alabama Port		1									1
Blakely Island		1									1
D'Olives Bay								1			2
Dixie Island	1										1
Fort Morgan		2	1								2
Heron Bay		2	1					2	1	2	8
Mobile Bay			1								1
Montrose			1								1
Navy Cove			1						1		3
Petit Bois Island	1						1				1
Point Clear		1									1
Revenue Point						1					1
Sand Island							2		1		3
MISSISSIPPI.											
Mississippi Sound:											1
Bayou Coden		1								1	1
Biloxi											1
Gaveline Bayou		1									1
Gulfport				1							6
Horn Island	1	1			1	1	2			1	1
Mississippi City											3
Pascagoula		3									1
Pointe aux Chenes		1									4
Ship Island			2	1	1						
LOUISIANA.											
Calcasieu Bar	1	1	1	1	1	1				1	7
Chandeleur Islands		1					2	1		3	7
Grand Island		1									1
Grand Lake		1									1
Lake Pontchartrain							1		1		2
Bayou St. John light						1					1
Little Woods				1							1
Little Constance Bayou							1				1
Mississippi River (mouth of)							3			1	4
Pass Fourchon							1				1
Schofield Bay, West Bay		1									1
Tiger Shoal				1							1
Timbalier Island					1						1
TEXAS.											
Aransas Pass	1	1		2				3	1	3	11
Boca Chica		1									1
Bolivar Beach	2										2
Brazos River (mouth of)	1	2	3		2	1	3	1	3		16
Brazos Santiago	2			2	1	1		4	1	2	13
Galveston Bar	3	2	6	4	3	1	4	5	1	1	30
Galveston Bay and Harbor	1		1	1	1		1	1	6	1	13
Laporte									1		1
Pelican Island and Flats				1							1
Pelican Spit						1			1	1	3
Galveston Island	2	1	4	2			5		1		15
High Island			1								1

TABLE 66.—*List of places on the coast of the United States where vessels have stranded during the last ten years*—Continued.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										
	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.	Total.
TEXAS—continued.											
Matagorda Bay										3	3
Matagorda Island		1		1				1			3
Matagorda Peninsula			1		1						2
Mustang Island						1	1		1	2	5
Padre Island			1	2			1		1		5
Pass Cavallo	1		2		2	2	1	1			9
Sabine Pass	1	1	4	1	1		1				9
East of				1							1
West of									1		1
Saint Joseph Island	2					1	1				4
San Bernard Bar	1	1			1	2				2	7
San Luis Pass		1	3	6	5		3	2			20
Porto Rico					1						1
Arroyo				1					1		2
Eagle Point						1					1
Ponce								1			1

PACIFIC COAST.[a]

ALASKA TERRITORY.											
Admiralty Island								2			2
Agripin Bay		1									1
Amlia Island		1									1
Anchor Point, Cooks Inlet			1								1
Barren Island					1					1	1
Bristol Bay						1					1
Cape Constantine									1		1
Cape Menchikof							1	1	8	1	11
Cape Nome									2		2
Cape Rodney								1	2		3
Cape Romanzof								1			1
Chamisso, Kotzebue Sound						1					1
Chirikoff Island							1				1
Clarence Strait, Blashke Island									1		2
Cooks Inlet	1								1		1
Coronation Island								1			1
Dixons Entrance						1					1
Devils Rock										1	1
Frederick Sound, Five Fingers Rocks			1			1					2
Geese Island, Kadiak Island									1		1
Golvin Bay									1		1
Goodnews Bay						1					1
Juneau			1					1	1		3
Kadiak Island									1		1
Kagalaska Island				1					1		2
Karluk, Kadiak Island							1				1
Kashevarof Island	1	1									2
Kayak Island	1			1							2
Lituya Bay						1	1	1	1		3
Lynn Canal, Shelter Islands											1
Haines Mission						3					3
Skagway									1		1
Sullivan Island							1				1
Taiya Sahnka											1
Marosco Bay	1										
Midway Island, Stephens Passage							1				1
Montague Island							1				1
Nakchamik Island							1				1
Nunivak Island								1		1	2
Point Hope					1		1				2
Port Clarence Harbor				1					1		2
Pribilof Islands											1
Prince of Wales Island							1				1
Prince William Sound		1							1		2
Pybus Bay, Frederick Sound											1
Return Reef, Midway Island			1								1

[a] In a few instances the number of stranded vessels in this table does not agree with those reported in the annual report of the previous year, having been increased by wreck reports received since the publication of the last report.

TABLE 66.—*List of places on the coast of the United States where vessels have stranded during the last ten years*—Continued.

PACIFIC COAST—Continued.

Name of place.	Fiscal year ending June 30—										
	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.	Total.
ALASKA TERRITORY—continued.											
Revillagigedo Channel, Mary Island							2				2
Rocky Point									1		1
Safety									1		1
Saint Lawrence Island									2		2
Saint Michael								6	1	1	8
Saint Paul Harbor	1										1
Sand Point											1
Sannak Islands							1		2		2
Seal Rock											1
Shelikof Strait					1						1
Katmai Bay						2					2
Shumagin Islands			1					1			1
Sitka (near)									1		1
Stephens Passage									1		1
Stuart Island					1				1		1
Thin Point							1				1
Tigalda Island				1		1		1			3
Tongass Narrows					1						1
Tugidak Island			1			2					3
Unalaska						1			1	1	2
Unga Island						1			1	1	3
Unimak Island			1				1	1	1		4
Wrangell Narrows		1		1							2
Yakutat											
HAWAII.											
French Frigate Shoal				1							1
Hawaii Island		1							3	2	6
Honolulu							1				1
Kauai Island									1	3	4
Lanai Island									1		1
Maui Island								1	2		3
Molokai Island									1		1
Oahu Island					1			2		1	4
WASHINGTON.											
Cape Disappointment										1	1
Cape Flattery						1				2	3
Cape Johnson		1									1
Grays Harbor			1								1
Five miles north of					1						1
North Spit			1								1
Ilwaco Beach					1						1
Lapush										1	1
Long Beach				1							1
Puget Sound	2									1	3
Bear Point						1					1
Marrowstone Point	1				1						2
Meadow Point										1	1
Point No Point				1							1
Point Polnell										1	1
Point Wilson	1			1	1			2			5
Port Blakeley									1		1
Port Townsend			1	2	1						4
Rocky Point							1				1
Seattle		1									1
Skagit River (mouth of)		1									1
Tacoma									1		1
Useless Bay		1									1
West Point	1			1					1		3
Whitbey Island			1				1				2
Queetshu River (mouth of)			1								1
Shoalwater Bay			2			1	1		2		6
Strait of Fuca:											
Neah Bay				1							1
New Dungeness	1		1			1					3
Pillar Point							1				1
Smiths Island		1									1
Washington Sound:											
Decatur Island										2	2
Deception Pass					1						1
Fairhaven							1			1	2

TABLE 66.—*List of places on the coast of the United States where vessels have stranded during the last ten years*—Continued.

PACIFIC COAST—Continued.

Name of place.	Fiscal year ending June 30—										
	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.	Total.
WASHINGTON—continued.											
Washington Sound—Continued.											
Fidalgo Island							1				1
Henry Island			1								1
Lummi Island									1		1
Obstruction Island							1				1
Orcas Island							1				1
Point Roberts									1	2	3
Rosario Strait	1										1
San Juan Island	1									1	2
Sinclair Island										1	1
Smith Island										2	2
Willapa Bay									1		1
MOUTH OF COLUMBIA RIVER.											
Clatsop Spit									1		1
Sand Island			1								1
OREGON.											
Alsea Bay			1				1				2
Cape Arago	1			1			1	1	1	1	6
Cape Blanco				1							1
Chetko Cove				1							1
Coos Bay Bar	1	1			1		1	1			5
Coquille River (mouth of)	2	1		2	3	3	9	2	4	6	32
Nehalem River (mouth of)				1	1						2
Nestuggah Bay and Bar									2		2
Point Adams		1	1						3		5
Rogue River Bar										1	1
Siuslaw River (mouth of)			2						3	1	6
Tillamook Bar	2						1	2			5
Umpqua Bar	2			2		1		2			7
Yaquina Bar	1						1			1	3
CALIFORNIA.											
Albion River (mouth of)	1	3								1	5
Bodega Bar	1										1
Bowens Landing, Mendocino County	1										1
Cambria			1								1
Caspar					1		1				2
Crescent City				1							1
Double Point									1		1
Duxbury Point							1		1		2
Eel River Bar				1							1
Fish Rocks	1										1
Fisks Mill										1	1
Fort Bragg, Mendocino County		1						1	1	1	4
Fort Ross	2								1		3
Golden Gate		1	2						1		4
Fort Point	2	1		1				1	1	1	7
Golden Gate Park									1	1	2
Lime Point										1	1
Point Diablo						1		1			2
Point Lobos									1		1
Presidio Shoal	1										1
Southside										1	1
Greenwood Landing, Mendocino County							1				1
Half Moon Bay						1					1
Hardy Creek					1						1
Hueneme, Ventura County					1						1
Humboldt Bar			1	2	1	2	2	1		1	10
Kents Point, Mendocino County						1					1
Little River (mouth of)									1		1
Mare Island, San Pablo Bay								1			1
Mendocino		1									1
Monterey Harbor			1								1
Newport		1									1
Noyo, Mendocino County	1										1
Pigeon Point					1						1
Pillar Point						1					1
Point Arena				2	1	1			2		6
Point Bonita		1	1						1		3